

TELEPHONES.
BALLARAT 350.
BENDIGO 52 } TWO LINES.
53 }



ALL COMMUNICATIONS
TO BE ADDRESSED TO
THE COMPANY.

THE ELECTRIC SUPPLY COMPANY OF VICTORIA LIMITED.

Chief Office for Australia:
ELECTRIC LIGHT POWER & TRAMWAY UNDERTAKINGS.
BALLARAT.
BENDIGO. PJP/WM
WENDOUREE PARADE,
P.O. Box 110

P.J. PRINGLE, M.I.M.E., M.I.E.E.
CHIEF ENGINEER & GENERAL MANAGER.

Ballarat 16th April, 1929.

A. D. Murdoch, Esq.,
Manager,
Melbourne & Metropolitan Tramways Board,
673 Bourke Street,
MELBOURNE. C.I.

16856

M.....
Rec'd 1 9 APR 1929
Ack'd.....
Ans'd.....

Dear Mr. Murdoch,

I send you under separate cover a copy of new Bendigo Motor Bus Regulations which have just been gazetted under the Motor Omnibus (Urban & Country) Act 1927. You may be interested to glance through these.

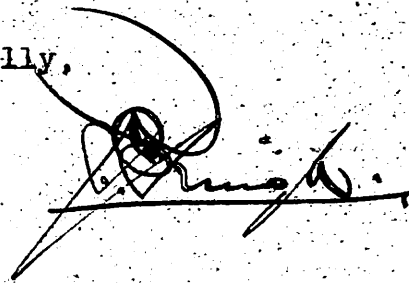
There are only a few routes where buses traverse the tram routes; in most cases they are kept distinct. Where they do, however, the fare is 1d. more, that is to say, 3d. instead of 2d., and 4d. instead of 3d. This gives us a fair protection. The buses have to give a regular service throughout weekdays and Sundays, which prevents them from skimming the cream of the traffic, and forces them to accept some proper obligations.

The license fee is only 5/- per annum for each passenger the bus is licensed to carry. This is totally in-

adequate. This fee, instead of being fixed by the Act, was left to the Council to decide. (The fee in the Melbourne metropolitan area, by Act, is £3/7/6d., and for country omnibuses £1 per seat.)

The owners, under these Regulations, have in addition to insure their passengers up to £1500 claim, which I understand costs £22/15/- premium per annum.

Yours faithfully,

A handwritten signature in black ink, appearing to be 'A. Smith', written over a horizontal line. The signature is stylized and somewhat cursive.

22/1/2
en 32/1/15

20th April, 1929

P. J. Pringle, Esq.,
Electric Supply Co. of Victoria, Ltd.,
Wendouree Parade,
BALLARAT.

Dear Mr. Pringle,

Your letter with copy of new Bendigo Motor 'Bus regulations is to hand. I am pleased to hear that where tram facilities obtain, the bus fares are higher than the tram fares. I think, however, that graduated fares on buses should not be charged on those sections of a route that parallel a tram route. The minimum bus fare should, in such case, be not less than 1d. more than the fare for the whole distance by tram.

This arrangement was made when the fares were fixed in Melbourne for the Brighton and Caulfield buses which operate over tramway routes between the City and Prahran. The minimum fare by bus is fixed at 5d. from the City to the point at which the tram and bus routes divide. The tram fare for the same distance is 4d.

Yours faithfully,

MANAGER.

ADM/DT



VICTORIA
GOVERNMENT GAZETTE.

Published by Authority.

[Registered at the General Post Office, Melbourne, for transmission by post as a newspaper.]

No. 32]

WEDNESDAY, MARCH 20.

[1929

PUBLICATION OF THE GOVERNMENT GAZETTE.

IT is hereby notified that, owing to the appointment of the Easter Holidays, the *Government Gazette* will be published on

FRIDAY, 5TH APRIL, 1929,

in lieu of Wednesday, the 3rd April, 1929.

H. J. GREEN,
Government Printer.

Melbourne, 7th March, 1929.

EASTER HOLIDAYS.

IT is hereby notified that on

FRIDAY, THE 29TH, AND
SATURDAY, THE 30TH DAYS OF MARCH; and
MONDAY, THE 1ST, AND
TUESDAY, THE 2ND DAYS OF APRIL, 1929,

the Public Offices will be closed, such days being appointed by the *Public Service Act 1915* to be observed as holidays in the Public Offices throughout Victoria.

STANLEY S. ARGYLE,
Chief Secretary.

Chief Secretary's Office,
Melbourne, 7th March, 1929.

CONSUL OF PORTUGAL.

THE Governor directs it to be notified for general information that Mr. WILLIAM LANGLANDS JACK has been appointed Consul of Portugal at Melbourne, and that His Excellency has been pleased to recognize Mr. Jack accordingly.

W. M. MCPHERSON,
Premier.

Premier's Office,
Melbourne, 12th March, 1929.

No. 32.—3190.—PRICE 6d.; Quarterly, 7s. 7d.; Half-Yearly, 15s. 2d.; Yearly, 30s. 4d.

Marine Act 1915.

APPOINTMENT OF SKILLED MEMBERS, COURT OF MARINE INQUIRY.

HIS Excellency the Governor of the State of Victoria, by and with the advice of the Executive Council thereof, in pursuance of the provisions of section 184 of the *Marine Act 1915*, doth hereby, by Order made on the 12th day of March, 1929, appoint the undermentioned to be Members of the Court of Marine Inquiry for the twelve months ending 30th June, 1929, viz. :—

Class 2, Steamships,

JOHN PATERSON, in place of Captain William Millar, deceased; and, as provided by clause 7 of the Regulations, GEORGE TURNER JOSS, and JOHN PATERSON.

F. W. MABBOTT,
Clerk of the Executive Council.

At the Executive Council Chamber,
Melbourne, 12th March, 1929.

DEPARTMENT OF AGRICULTURE.

Dairy Produce Act 1919 (No. 3005).

APPOINTMENT OF MILK AND CREAM GRADERS BOARD.

HIS Excellency the Governor of the State of Victoria, by and with the advice of the Executive Council thereof, has, by Order made on the 12th day of March, 1929, in accordance with the provisions of section 4 of the *Dairy Produce Act 1919* (No. 3005), appointed the undermentioned persons as Members of the Milk and Cream Graders Board, and ROBERT CROWE as Chairman of the said Board, such appointments to have effect for a period of three years from the 1st day of January, 1929, inclusive :—

Officers of the Department of Agriculture—

ROBERT CROWE (Chairman),
ERNEST ARTHUR KENDALL, and
THOMAS STRAUGHAN.

Representatives of Factory Owners—

HANS BENDIX HANSEN, and
MICHAEL BURKE.

Representative of Factory Managers—

JONATHAN PROUD.

Dairyman Supplying Milk or Cream to a Factory—

THOMAS JAMES MCGALLIARD.

F. W. MABBOTT,
Clerk of the Executive Council.

At the Executive Council Chamber,
Melbourne, 12th March, 1929.

CITY OF BENDIGO.

BY-LAWS AND REGULATIONS, No. 58, MADE PURSUANT TO SECTIONS 9 AND 46 OF THE MOTOR OMNIBUS (URBAN AND COUNTRY) ACT 1927 (No. 3570) RELATING TO MOTOR OMNIBUSES.

By-laws and Regulations of the City of Bendigo, made under the provisions of the *Motor Omnibus Act 1927*, No. 3570, for the purpose following, that is to say:—

- (a) For fixing the maximum height, length, and breadth of motor omnibuses.
- (b) For fixing the maximum weight of and the maximum load for motor omnibuses.
- (c) For prohibiting the use of tires, other than pneumatic rubber tires, on motor omnibuses, and regulating the thickness and condition of tires used on motor omnibuses.
- (d) For regulating the design and construction of motor omnibuses so as to secure the safety, comfort, and convenience of passengers and the public, and to minimize damage to roads, and generally the safety of the passengers.
- (e) For fixing the payment of fares of passengers on motor omnibuses and the imposition of penalties for the failure, neglect, or refusal to pay any such fare and for quitting the motor omnibus before paying such fare.
- (f) For the publication of time-tables and fares, whether by exhibition in motor omnibuses or otherwise.
- (g) For regulating the conduct of passengers on motor omnibuses, the conduct and duties of the drivers and conductors of motor omnibuses.
- (h) For empowering drivers and conductors of motor omnibuses to eject persons guilty of any contravention of any By-law or Regulation.
- (i) For the maintenance and repair of motor omnibuses.
- (j) For the provision, regulation, and maintenance of efficient brakes and steering gear on motor omnibuses.
- (k) For regulating advertisements on the outside of motor omnibuses.
- (l) For making provision for the disposal of property left by passengers in motor omnibuses.
- (m) For the licensing and qualification of drivers and conductors of motor omnibuses.
- (n) For fixing the form and the terms and conditions of, and any particulars to be set out in, licences or permits issued under the *Motor Omnibus Act*, and the refusal, transfer, suspension, or revocation of such licences or permits.
- (o) The furnishing by owners of motor omnibuses of such statistics and other information as are prescribed.
- (p) For declaring what limit of speed shall not be exceeded, whether generally or in any specified locality or any specified street or road or part thereof, by motor omnibuses; and
- (q) Generally, all such matters and things as are authorized or permitted to be prescribed, or are necessary or convenient to be prescribed, for carrying the provisions of the *Motor Omnibus Act 1927*, No. 3570, and any amendments thereto, into effect.

IN pursuance of the powers conferred by the *Local Government Act 1915*, and of the *Motor Omnibus Act 1927*, the Mayor, Councillors, and Citizens of the City of Bendigo make the following By-laws and Regulations, which shall apply to and have operation throughout the whole of the Municipal District of the above-named municipality and the vicinity, within the distance of 8 miles, from the corporate limits of the said City of Bendigo, that is to say:—

Throughout these By-laws and Regulations the following words and expressions shall have the meaning hereinafter respectively assigned to them, that is to say:—

- “Conductor” shall include every person other than the driver who attends upon the omnibus and upon the passengers in any omnibus.
- “The Inspector” shall mean any person who by appointment of the said Council shall be an Inspector or Assistant Inspector to carry out the provisions of the *Motor Omnibus Act*.
- “By-law” means a by-law made pursuant to the *Motor Omnibus Act*.
- “Licence” means a licence granted in accordance with the *Motor Omnibus Act* and in force, and “licensed” has a corresponding interpretation.
- “Licensing Authority” means the Council of the City of Bendigo.
- “Motor Omnibus” means any motor car within the meaning of the *Motor Car Act 1915* as amended by any Act with seating capacity for not less than six passengers, and used or intended to be used for carrying passengers for reward at separate and distinct fares for each passenger, and whether the same is or is not licensed as a hackney carriage or stage carriage under the *Carriages Act 1915* or as a carriage of any kind under any Act relating to local government.

“Municipality” means the City of Bendigo, and “Municipal Area” means the City of Bendigo and the vicinity within the distance of eight miles from the corporate limits of the said city.

“Operate” means carry passengers for reward.

“Owner” of a motor omnibus includes every person who is the owner, joint owner, or part owner of a motor omnibus, and any person who has the use of a motor omnibus under a hiring or hire-purchase agreement.

“Passenger” does not include driver or conductor.

“Pneumatic tire” means a tire composed of flexible material and when in use kept inflated at an air pressure greater than atmospheric pressure.

“Council” means the Council of the City of Bendigo.

“Regulations” means regulations made under the *Motor Omnibus Act 1927*.

“Urban Motor Omnibus” means a motor omnibus which operates or is intended to operate by carrying passengers for reward (at separate and distinct fares for each passenger of not more than One shilling and sixpence for each single journey and Three shillings for each return journey) from one place to another in an Urban District, or from a place into a place outside of to a place in an Urban District.

“Urban District” means Urban District under the *Motor Omnibus Act 1927*.

(2) For every licence for an urban motor omnibus there shall be paid to the Council before the issue thereof the licence-fee of—

(a) in the case where the motor omnibus is fitted with no tires other than pneumatic tires—Five shillings for each passenger the motor omnibus is licensed to carry; or

(b) in the case where the motor omnibus is fitted with any tire or tires other than pneumatic tires—Two pounds for each passenger the motor omnibus is licensed to carry.

If such licence be granted for part only of a year, such licence fee shall be apportioned accordingly.

Upon application to the Council by the owner of any licensed urban motor omnibus for an amendment of the licence granted in respect of such urban motor omnibus there shall be paid to the Council the sum of Five shillings.

(3) For every licence as a driver or conductor of any urban motor omnibus there shall be paid to the Council before the issue thereof the fee of One shilling.

(4) The application for a licence by an owner of an omnibus and the licences of owners, drivers, and conductors of omnibuses shall be in such of the forms contained in the Schedule hereto or to the like effect as shall be applicable.

(5) All licences in respect of omnibuses granted under the said By-laws or this Regulation shall be issued by the Council of the City of Bendigo at the office of the Town Clerk, and shall become null and void if not renewed in due course.

(6) (a) No person shall act as the driver or conductor of an urban motor omnibus unless the said omnibus has been duly licensed.

(b) No person shall act as the driver or conductor of an urban motor omnibus unless licensed so to do.

(7) Every owner of an urban motor omnibus shall cause the number of such omnibus corresponding with the number of its licence to be painted, marked, or fixed in figures not less than one inch in height, and of a proportionate width on a plate affixed in a conspicuous position both on the inside and outside of such omnibus.

(8) Every owner of an urban motor omnibus shall cause to be painted or marked in figures of not less than one inch in length and of a proportionate breadth, the number of passengers the licence for such omnibus permits to be carried, and such figures shall be painted on the omnibus on the outside and inside thereof or on plates affixed to the outside and inside of the omnibus, and in each instance in conspicuous places and in legible letters.

(9) Every owner of an urban motor omnibus shall, at all times when such omnibus may be used or intended to be used for carrying passengers for reward, cause a statement in legible letters and figures of the fares to be demanded and received from the persons using or carried for reward in such omnibus to be exhibited on a suitable board or plate firmly affixed to the inside of the door, or otherwise in some conspicuous position on the inside of such omnibus.

(10) Every owner, driver, and conductor respectively of an urban motor omnibus shall conform to the following provisions:—

- (1) He shall not, at any time when such omnibus is being used or intended to be used for carrying passengers for reward, cause or suffer any part of any plate on which the number of such omnibus corresponding with the number of its licence shall be displayed, to be concealed from public view, or any part of the statement of fares which shall be exhibited on such omnibus to be concealed from the view of any passenger, or any such plate or statement to be inverted.

(2) (a) No person suffering from any infectious or contagious disease shall ride in or upon any urban motor omnibus, nor shall any coffin or deceased body be carried in or upon such omnibus, and any driver or conductor who shall knowingly permit or suffer the same to be done shall be guilty of an offence against these Regulations. Any person having the charge, care, control, custody, or direction of any person so suffering who knowingly introduces him into or upon such omnibus shall also be guilty of an offence.

(b) Upon the owner, driver, or conductor of any urban motor omnibus becoming aware that any passenger is suffering from any infectious or contagious disease, he shall, immediately upon the termination of the journey, give notice to the Inspector that the omnibus has been so used, and shall cause the same to be cleansed and thoroughly disinfected. No person shall be permitted to ride in any such omnibus until it is so cleansed or disinfected to the satisfaction of the Inspector.

(3) He shall not cause such omnibus to loiter on the public thoroughfare (except upon an authorized stand, or for a period of not more than three minutes on an authorized stopping place) for any longer time than is necessary for the taking up and setting down of passengers desirous of entering or leaving such omnibus.

(4) He shall bring such omnibus, or cause the same to be brought to a stand-still whenever to his knowledge any person shall be desirous of leaving such omnibus, and whenever any intending passenger shall be desirous of entering such omnibus, and when such omnibus is being used, or intended to be used, for carrying passengers for reward, and is not already occupied by the full number of persons authorized to be carried by such omnibus.

(5) He shall not, whenever any person shall be entering or leaving such omnibus, wilfully start such omnibus, or cause the same to be started, before such passenger shall be seated in or upon such omnibus, or shall have alighted from the same, as the case may be.

(6) He shall not use or permit such omnibus to be used at any time for the conveyance of merchandise, goods, or wares, other than the luggage of passengers, and no driver shall be obliged to take any luggage unless the same be clean and not calculated to injure the omnibus, nor for any purpose other than the conveyance of passengers and their luggage.

(7) He shall not use or permit any paper, or calico signs, or advertisements, or other loose signs or advertisements, to be placed on such omnibus.

(11) Every driver and every conductor, respectively, of an urban motor omnibus shall conform to the following provisions:—

(1) He shall not cause or suffer or allow a greater number of passengers to be carried by such omnibus at any one time than the number specified on the licence in respect of such omnibus.

(2) He shall, when such omnibus is intended to be used for the carrying of passengers for reward, but is not actually being used for the conveyance of passengers, station such omnibus on an authorized stand (not being one already occupied by the full number of omnibuses authorized to occupy such stand) or he shall return such omnibus to its respective garage.

(3) He shall at all times between sunset and sunrise, when such omnibus is being used, or intended to be used for carrying passengers for reward, provide a lamp or lamps to the approval of the Inspector, denoting the direction in which such omnibus is proceeding, and keep such lamp or lamps properly trimmed and lighted.

(4) He shall cause a lamp to be placed on such omnibus in such a position and manner as shall efficiently light the inside of such omnibus to the approval of the Inspector, and shall keep the said lamp properly lighted whenever such omnibus shall be used or intended to be used for carrying passengers for reward, at any time after sunset and before sunrise.

(5) He shall not extend the termini of his prescribed route except on special occasions, viz.:—Football matches, public holidays, &c., as licensed by special permit under section 15 of the *Motor Omnibus Act* 1927, and then only to such specific point from which the public require transportation, and he shall maintain a regular service, and maintain his time-table on the route for which he is licensed, and

(6) More than one omnibus shall be allowed on its respective prescribed stand during peak-loading time in order to cope with the traffic at that time.

(7) He may, on any sports occasion or public gathering in the upper reserve or Rosalind Park, elect to stand along Barnard-street, between View-street and Waterloo-street, to pick up passengers, and thence take them along his prescribed route.

(8) He shall be permitted to call at theatres, churches, or public halls on his prescribed route to let down passengers.

(9) He shall not loiter on his prescribed route, or deviate therefrom whilst his omnibus is being used or intended to be used in carrying passengers for reward.

(10) A special time-table may be prepared by the Council to be observed by the driver on Saturday afternoon in connexion with football matches or other sporting events, and in accordance with the special permit granted in conformity with section 15 of the *Motor Omnibus Act* 1927, and such time-table may be varied by the Council from time to time. Notwithstanding the foregoing, he shall maintain a regular service and maintain his time-table on the route for which he is licensed, and in accordance with section 12 of the *Motor Omnibus Act* 1927.

(11) Such special time-table shall be posted at a conspicuous place at or near the main entrance to the event in which such football match or sporting obedience thereof shall be guilty of an offence.

(12) He shall only charge those fares as herein specified.

(13) He shall not drive such urban motor omnibus along a tram route, except in so far as such tram route is a portion of his prescribed route.

(14) He shall not charge less than the following fares for any portion of the following routes which are upon a tramway route:—

Bendigo to Olinda-street, Quarry Hill .. 3d.
Bendigo to Cemetery Terminus, Carpenter-street

Bendigo to White Hills 4d.

Bendigo to Kangaroo Flat 3d.

Bendigo to Booth-street 3d.

Bendigo to Eaglehawk 4d.

The routes and fares prescribed in Schedule B shall be read in conjunction with and be subject to clause 11 (14) of this Regulation.

(12) The Inspector of the Council shall regulate the order of starting of the various urban motor omnibuses on each prescribed route in rotation, so that they shall be interchanged weekly, and in order to regulate an equitable distribution, a written list of such order of starting shall be prepared and open for inspection at the Town Hall. His decision shall in all cases be final, and any disobedience to his order by a driver or conductor will be an offence.

(13) The routes and fares as set out hereunder in Schedule B shall be the routes and fares for the Bendigo Urban District, and any owner, driver, or conductor shall follow, observe, and charge the same, and any default in so doing shall be an offence.

(14) The time-table as set out hereunder in Schedule C shall be the time-table for the Bendigo Urban District, and any owner, driver, or conductor shall conform to the same, and any default in so doing shall be an offence.

(15) Urban motor omnibuses must comply with the conditions set out in Schedule A, Form D hereto, except in so far as the Council may through its Inspector see fit to waive, modify, or dispense with any or all of the same in any particular case.

(16) The Inspector for the Council shall have power to regulate the traffic within the Bendigo Urban District:—

(a) On the occasion of race meetings to be held at the Bendigo Racecourse, Association or League football matches in Bendigo or Eaglehawk, sports or picnic gatherings at Lake Weeroona or the Botanical Gardens, Easter fair carnivals, agricultural shows, sports or picnic gatherings of a public nature, on all public gazetted holidays.

(b) By arranging sites of special standings suitable for such route on such occasions.

(c) By arranging and fixing time-tables, and order of rotation.

(d) By regulating the routes generally.

Any owner, driver, or conductor who does not conform to or neglects to observe any of the foregoing provisions of this Regulation shall be guilty of an offence.

When tires other than pneumatic tires are used, they must be elastic and maintained so as to reduce vibration, and shall at all times be kept in good condition, and have rubber at least one inch thick on the whole of the circumference of the wheel.

(18) Every urban motor omnibus must be maintained in a condition satisfactory to the licensing authority, and after an urban motor omnibus has been licensed under the provisions of the Act, no alterations shall be made thereto, or to the mechanical equipment thereof, without the written approval of the licensing authority.

(19) The following statistics shall be furnished to the Council monthly by the owner of every urban motor omnibus licensed by the licensing authority for the year ending 31st December in each year, such statistics to be furnished not later than the 31st January following the said 31st December:—

- (1) Number of buses owned.
- (2) Maximum number of buses in service daily.
- (3) Minimum number of buses in service daily.
- (4) Routes operated.
- (5) Length in miles of each route operated.
- (6) Number of bus miles per month on each route operated.
- (7) Number of passengers carried per month over each route operated.
- (8) Total revenue from passengers;
- (9) Schedule of fares, and sections.
- (10) Particulars of any accidents causing injury to any person, including the amount paid by the owner by way of compensation in each case.

(20) No urban motor omnibus shall travel upon any street or road within the Urban District at a rate of speed—

- (a) Greater than is reasonable and proper, having regard to the traffic and use of the road; or
- (b) So as to endanger any person or the safety of any property; or
- (c) Greater in any event than—

- (1) 30 miles per hour if it be an urban motor omnibus fitted with no tires other than pneumatic tires;
- (2) 25 miles per hour if it be an urban motor omnibus fitted with any tires other than pneumatic tires.

(21) The body of each urban motor omnibus shall be painted or varnished both internally and externally, so as to have a presentable appearance. No urban motor omnibus shall be licensed for public use unless in this respect it meets with the satisfaction of the Licensing Authority.

(22) No driver or conductor shall carry, or knowingly permit or suffer to be carried, in any omnibus any person in a state of intoxication, or so violently or noisily conducting himself or otherwise so misbehaving as to occasion any annoyance or disturb the public peace, and the driver or conductor may refuse to carry in his omnibus any individual who, as to person or clothing, is filthy or offensive to decency or likely to cause injury to the fittings of the omnibus, or the clothes of other passengers.

(23) No person using an omnibus shall wilfully or negligently injure the same, or damage the person or property of any other person, or be guilty of any breach of the peace, misconduct, or misbehaviour, or be intoxicated, or make use of any threatening, abusive, obscene, indecent, blasphemous, or insulting language or gesture, and the driver or conductor of such omnibus may eject any person or persons guilty of any contravention of this Regulation.

(24) Any passenger who fails to pay the legal fare when demanded, or who shall quit the omnibus before paying such fare, shall be guilty of an offence against these Regulations.

(25) When any dispute arises between a passenger and the driver or conductor, the passenger shall, if required, state truly his name and address to the driver or conductor.

(26) Before or on the granting or the renewal of any licence as aforesaid, and forthwith after any further insurance is effected during the currency of the licence, the owner of the urban motor omnibus shall deposit with the Council the policy of insurance required by the Act to be effected by him, together with a receipt for all premiums payable thereon during the currency of the licence.

(27) (a) Any property left in any urban motor omnibus and found by any passenger shall be delivered to the driver or conductor of such omnibus.

(b) The owner, driver, or conductor of any urban motor omnibus wherein any property whatsoever is left by any person using such omnibus shall, within seven (7) days next after the same has been discovered or received from any passenger or person, deposit such property at the office of the Council, whereupon the officer receiving the same shall give an acknowledgment to the depositor and make an entry and record thereof.

(c) Such property shall be returned to any person proving ownership thereof to the satisfaction of the Council and paying all expenses incurred.

(28) Any person who contravenes or fails to comply with any of the provisions of these By-laws and Regulations, and any owner who permits or suffers such contravention or non-compliance, shall, for every such breach, be liable to a penalty of not more than Twenty pounds (£20), and in the case of a continuing offence, to a further penalty of not more than Five pounds (£5) for each day on which the offence is continued, or after a conviction or order by any Court.

(29) These By-laws and Regulations shall apply and take effect with regard to all urban motor omnibuses being used or intended to be used for carrying passengers for reward within the Bendigo Urban District, viz.:—The Municipal District of the City of Bendigo, and the vicinity within the distance of 8 miles from the boundaries of the said Municipal District.

(30) That any Regulation now in force within the Bendigo Urban District for the licensing and control of motor omnibuses be hereby repealed.

Resolution for passing these By-Laws and Regulations agreed to by the Council of the City of Bendigo this 8th day of November, 1928.

Confirmed by the Council of the City of Bendigo on the 6th day of December, 1928.

The common seal of the Corporation styled the Mayor, Councillors, and Citizens of Bendigo, was affixed in the presence of—

(SEAL) E. G. BATCHELDER, Mayor.
 G. D. GARVIN, Councillor.
 J. H. CURNOW, Councillor.
 H. C. INGLETON, Town Clerk.

The foregoing By-laws and Regulations were approved by the Governor in Council at a meeting of the State Executive Council, held on the 12th day of March, 1929.

SCHEDULE A.

FORM A.

APPLICATION FOR URBAN MOTOR OMNIBUS LICENCE IN RESPECT OF MOTOR VEHICLES DULY REGISTERED UNDER THE "MOTOR OMNIBUS (URBAN AND COUNTRY) ACT," No. 3570.

I, THE undersigned of No. street, Bendigo, being the owner, or part owner, of the motor omnibus described hereunder, hereby apply for an urban motor omnibus licence for such omnibus to ply for hire within the City of Bendigo. I agree to observe the route or routes endorsed on such licence.

Dated this day of 192

Signature of Applicant.....

DESCRIPTION OF MOTOR VEHICLE ABOVE REFERRED TO.

Name of chassis	Tonnage or weight Carrying capacity
Colour of body	Registered No. under <i>Motor Car Act</i> 1915, and Regulations
Colour of wheels	Engine power

FORM B.

LICENCE FOR MOTOR VEHICLES TO CARRY PASSENGERS FOR REWARD AS AN URBAN MOTOR OMNIBUS WITHIN THE BENDIGO URBAN DISTRICT.

IN pursuance of the powers vested in the Council of the City of Bendigo, the said Council doth hereby grant this licence to of No.

street, Bendigo, owner of the urban motor omnibus hereunder described, to carry passengers for reward as an urban motor omnibus from such stands as may from time to time be appointed by Regulations in that behalf, and to carry in such omnibus passengers only, exclusive of the driver. This licence shall remain in force until the 31st day of December, 192, unless sooner suspended, revoked, or determined under the provisions of the said Regulations.

Dated this day of 192

Fee: £ : : .

(Town Clerk of the City Council.)

DESCRIPTION OF MOTOR VEHICLES ABOVE REFERRED TO.

Make of chassis	Tonnage or weight Carrying capacity
Colour of body	Registered No. under <i>Motor Car Act</i> 1915, and Regulations
Colour of wheels	Engine power
Signature of person to whom licence granted.....	

FORM C.

DRIVER'S AND CONDUCTOR'S LICENCE FOR URBAN MOTOR OMNIBUS.

LICENCE to _____ of No. _____ street, Bendigo, to act as Conductor of any urban motor omnibus licensed to carry _____ passengers for reward as an urban motor omnibus within the Bendigo Urban District. This licence is issued under By-laws of the said city, and shall remain in force till the 31st day of December, 192____, unless sooner suspended, revoked, or determined under the said By-laws.
Dated this _____ day of _____ 192____.
Fee: £ _____

.....
(Town Clerk of City of Bendigo.)
.....
(Driver's Signature.)
(Conductor's Signature.)

FORM D.

CONDITIONS TO BE COMPLIED WITH BY URBAN MOTOR OMNIBUS.

(a) *Chassis*.—In no case shall more than one-third of the total length of the omnibus be allowed to overhang the centre of the rear wheels. The rear end of the body of the omnibus shall not extend beyond eighteen (18) inches of the chassis.

(b) *Springs*.—Springs must be properly hung, and be of a strength and flexibility satisfactory to the licensing authority. The use of any omnibus fitted with cross springs shall not be permitted except in cases where the same is licensed to carry not more than twelve (12) persons.

(c) *Body*.—The body of every omnibus shall be constructed to the satisfaction of the licensing authority in a sound and workmanlike manner, so as to afford proper protection to passengers under all conditions of weather, and shall be painted or varnished both internally and externally, so as to have a presentable appearance. No omnibus shall be licensed for public use unless in this respect it meets with the satisfaction of the Council.

(d) *Doors*.—Where an omnibus is provided with only one door, and where such door is situated in the forepart of the vehicle, suitable means other than such door shall be provided in that portion of the body of the omnibus which is situated at the rear of the centre line to allow passengers ready means of exit in case of emergency, such emergency provision shall be approved by the licensing authority. Every means of access to or exit from an omnibus shall have an effective width between the handrails of not less than twenty-two (22) inches.

(e) *Seats*.—On every seat a width of at least sixteen (16) inches measured in a straight line, with a depth of not less than fourteen (14) inches, shall be allowed for each passenger, and shall be fit and proper and convenient for use. When cross or garden seats are fitted, they shall be at least twenty-six (26) inches clear from the inside back of one seat to the back of the seat in front, so that there shall be room for the knees of the passengers. The passage-way between cross seats shall be at least fifteen (15) inches wide. The width between seat backs when seats are placed lengthwise must not be less than 56 inches.

(f) *Steps*.—Steps shall be safe and convenient, and shall not project beyond the side of the omnibus. Suitable and efficient means shall be provided to assist passengers entering or leaving, and the lowest step shall not be more than 16 inches, nor less than 10 inches from the ground.

(g) *Windows*.—Each omnibus shall be fitted with glass side windows or screens approved by the Inspector, one-half of the total number whereof shall be capable of being raised or lowered.

(h) *Ventilation*.—Efficient ventilation shall be provided by means other than the ordinary windows. Separate small ventilating windows are permitted, provided suitable provision is made for regulating the extent of the opening so as to prevent unnecessary draughts.

(i) *Lighting*.—Each omnibus shall be suitably lighted to the satisfaction of the licensing authority, and a step light entrance to the motor omnibus.

(j) *Noise and Vibration*.—The mechanism and all parts of the omnibus shall be so constructed that no undue noise or vibration arise from its use. Exhaust silencer "cut-outs" shall not be permitted.

(k) *Fire Extinguishers*.—At least two suitable and approved appliances for extinguishing fire shall be carried in such a position as to be readily available for use, and shall always be effectively maintained to the satisfaction of the licensing authority.

(l) *Fuel*.—No petrol or other liquid fuel shall be placed in the tank while any passengers are in the omnibus. No petrol or other volatile spirit shall be carried on any omnibus except in the operating tanks provided for the purpose.

(m) *Wiring*.—All wires carrying electric current shall be properly insulated and protected from injury.

(n) *Heat*.—Effective means shall be adopted for preventing the heat of the motor, generator, or exhaust pipe connexions from injuriously affecting any parts of the vehicle or the comfort of the passengers.

(o) *Signals*.—Each motor omnibus shall be fitted with an approved means for enabling passengers to signal to the driver or the conductor when required.

(p) *Warning Horns*.—A horn, or other means of giving warning of its approach, shall be affixed in a convenient position on every omnibus to the satisfaction of the licensing authority.

(q) *Tires*.—The use of any tires other than rubber tires on omnibuses is prohibited.

Pneumatic tires, when used, shall be maintained continuously in a safe condition, and otherwise to the satisfaction of the Council.

When tires other than pneumatic tires are used, they shall be of rubber at least 1 inch thick on the whole circumference of the wheel, and shall at all times be maintained in a good condition, and in such a manner as to reduce vibration.

(r) *Brakes*.—Each omnibus shall be fitted with at least two independent brakes, one of which must be operated by a pedal. Each brake shall be capable of easy adjustment and of stopping the vehicle and holding the same under all conditions from forward or rearward motion, and shall be fitted, when considered necessary by the Council, with an approved form of compensating device, so that the braking effect is the same on each road wheel. Brakes shall not be deemed independent which operate by the same connexions upon the same brake blocks, or upon the same brake drums. One at least of such brakes shall act directly upon the road wheels, and remain effective even if the driver quits his seat.

In the case of petrol-driven omnibuses, other than those licensed to carry not more than twelve persons, the operation of either brake shall in no case disengage the clutch from the transmission gear.

(s) *Steering Gear*.—No omnibus having the steering apparatus fitted upon its left side shall be licensed. The steering arms, and other connexions thereof, shall be of ample strength, and as far as possible protected from damage by collision. Ball and socket joints of steering connexions shall not be endent, but the longitudinal or transverse rods shall be carried upon and above the ball. The whole of the brake and steering parts of every omnibus shall be maintained in proper condition, and be subject to inspection and test at any time by the Council or its Inspector.

(t) *Nuts and Bolts*.—All brakes and steering connexions secured with bolts or pins must have such bolts threaded and fitted with nuts, which latter shall be locked and pinned. All other parts of any omnibus connected by bolts or studs and nuts which may be subject to severe vibration shall be fastened by lock nuts, castellated nuts, or by nuts and approved spring or lock-nut washers, to prevent their working loose and causing noise.

(u) *Advertisements*.—No advertising matter of any description shall be permitted to be displayed on the outside of any omnibus, except that indicating the route and destination of such omnibus.

Every omnibus for which a licence is applied for shall be made available for inspection by the Inspector, who shall examine the same for the purpose of ascertaining its suitability in every particular for use as a country omnibus. If the same is approved by him, he shall determine the number of passengers which, in his opinion, the same may, having regard to its construction, safely and conveniently carry, which number, when so determined, shall be the maximum which it shall be lawful to receive and convey in such omnibus at any one and the same time.

The owner of every such omnibus shall cause a notice of the number so determined to be carried in some conspicuous place on the outside of such omnibus as may be directed by the Inspector, distinctly and legibly painted in words of length, and in letters at least 1 inch high, and of proportionate breadth, in the following form, that is to say:—"Licensed to carry (here insert the number fixed) passengers inside, and (here insert the number fixed) passengers outside."

The said notice shall also be exhibited on the inside of such omnibus in such place, form, and manner as the Inspector may direct. When such omnibus is constructed to carry passengers in different compartments, then such notice shall specify the number of passengers permitted to be carried in each such compartment, and shall at all times during the currency of the omnibus licence be kept conspicuous, legible, and undefaced in such place as shall be directed by the Inspector.

If the driver or conductor of any such omnibus shall cause or suffer to be conveyed at any one and the same time by any such omnibus, whether inside or outside, or in any compartment thereof, a number of passengers greater than the number determined as aforesaid, the driver or conductor shall be liable to a fine of not more than £5 for each offence.

FORM C.
DRIVER'S AND CONDUCTOR'S LICENCE FOR URBAN MOTOR OMNIBUS.

LICENCE to _____ of No. _____
street, Bendigo, to act as Conductor of any urban motor omnibus licensed to carry _____ passengers for reward as an urban motor omnibus within the Bendigo Urban District. This licence is issued under By-laws of the said city, and shall remain in force till the 31st day of December, 192____, unless sooner suspended, revoked, or determined under the said By-laws.

Dated this _____ day of _____ 192____
Fee: £ _____

.....
(Town Clerk of City of Bendigo.)
.....
(Driver's Signature.)
(Conductor's Signature.)

FORM D.
CONDITIONS TO BE COMPLIED WITH BY URBAN MOTOR OMNIBUS.

- (a) Chassis.—In no case shall more than one-third of the total length of the omnibus be allowed to overhang the centre of the rear wheels. The rear end of the body of the omnibus shall not extend beyond eighteen (18) inches of the chassis.
- (b) Springs.—Springs must be properly hung, and be of a strength and flexibility satisfactory to the licensing authority. The use of any omnibus fitted with cross springs shall not be permitted except in cases where the same is licensed to carry not more than twelve (12) persons.
- (c) Body.—The body of every omnibus shall be constructed to the satisfaction of the licensing authority in a sound and workmanlike manner, so as to afford proper protection to passengers under all conditions of weather, and shall be painted or varnished both internally and externally, so as to have a presentable appearance. No omnibus shall be licensed for public use unless in this respect it meets with the satisfaction of the Council.
- (d) Doors.—Where an omnibus is provided with only one door, and where such door is situated in the forepart of the vehicle, suitable means other than such door shall be provided in that portion of the body of the omnibus which is situated at the rear of the centre line to allow passengers ready means of exit in case of emergency, such emergency provision shall be approved by the licensing authority. Every means of access to or exit from an omnibus shall have an effective width between the handrails of not less than twenty-two (22) inches.
- (e) Seats.—On every seat a width of at least sixteen (16) inches measured in a straight line, with a depth of not less than fourteen (14) inches, shall be allowed for each passenger, and shall be fit and proper and convenient for use. When cross or garden seats are fitted, they shall be at least twenty-six (26) inches clear from the inside back of one seat to the back of the seat in front, so that there shall be room for the knees of the passengers. The passage-way between cross seats shall be at least fifteen (15) inches wide. The width between seat backs when seats are placed lengthwise must not be less than 56 inches.
- (f) Steps.—Steps shall be safe and convenient, and shall not project beyond the side of the omnibus. Suitable and efficient means shall be provided to assist passengers entering or leaving, and the lowest step shall not be more than 16 inches, nor less than 10 inches from the ground.
- (g) Windows.—Each omnibus shall be fitted with glass side windows or screens approved by the Inspector, one-half of the total number whereof shall be capable of being raised or lowered.
- (h) Ventilation.—Efficient ventilation shall be provided by means other than the ordinary windows. Separate small ventilating windows are permitted, provided suitable provision is made for regulating the extent of the opening so as to prevent unnecessary draughts.
- (i) Lighting.—Each omnibus shall be suitably lighted to the satisfaction of the licensing authority, and a step light entrance to the motor omnibus.
- (j) Noise and Vibration.—The mechanism and all parts of the omnibus shall be so constructed that no undue noise or vibration arise from its use. Exhaust silencer "cut-outs" shall not be permitted.
- (k) Fire Extinguishers.—At least two suitable and approved appliances for extinguishing fire shall be carried in a position as to be readily available for use, and shall always be effectively maintained to the satisfaction of the licensing authority.
- (l) Fuel.—No petrol or other liquid fuel shall be placed in the tank while any passengers are in the omnibus. No petrol or other volatile spirit shall be carried on any omnibus except in the operating tanks provided for the purpose.
- (m) Wiring.—All wires carrying electric current shall be properly insulated and protected from injury, and so placed that they cannot be a source of danger.

- (n) Heat.—Effective means shall be adopted for preventing the heat of the motor, generator, or exhaust pipe connexions from injuriously affecting any parts of the vehicle or the comfort of the passengers.
- (o) Signals.—Each motor omnibus shall be fitted with an approved means for enabling passengers to signal to the driver or the conductor when required.
- (p) Warning Horns.—A horn, or other means of giving warning of its approach, shall be affixed in a convenient position on every omnibus to the satisfaction of the licensing authority.
- (q) Tires.—The use of any tires other than rubber tires on omnibuses is prohibited. Pneumatic tires, when used, shall be maintained continuously in a safe condition, and otherwise to the satisfaction of the Council. When tires other than pneumatic tires are used, they shall be of rubber at least 1 inch thick on the whole circumference of the wheel, and shall at all times be maintained in a good condition, and in such a manner as to reduce vibration.
- (r) Brakes.—Each omnibus shall be fitted with at least two independent brakes, one of which must be operated by a pedal. Each brake shall be capable of easy adjustment and adjustments from forward or rearward motion, and shall be fitted, form of compensating device, by the Council, with an approved same on each road wheel. Brakes shall not be deemed independent brake blocks, or upon the same connexions upon the same such brakes shall act directly upon the road wheels, and remain effective even if the driver quits his seat.
- (s) Steering Gear.—No omnibus having the steering apparatus fitted upon its left side shall be licensed. The steering arms, and other connexions thereof, shall be of ample strength, and as far as possible protected from damage by collision. Ball and socket joints of steering connexions shall be carried upon and above the ball. The whole of the brake proper condition, and be subject to inspection and test at any time by the Council or its Inspector.
- (t) Nuts and Bolts.—All brakes and steering connexions secured with bolts or pins must have such bolts threaded and fitted with nuts, which latter shall be locked and pinned. All other parts of any omnibus connected by bolts or studs and fastened by lock nuts, castellated nuts, or by nuts and approved spring or lock-nut washers, to prevent their working loose and causing noise.
- (u) Advertisements.—No advertising matter of any description shall be permitted to be displayed on the outside of any omnibus, except that indicating the route and destination of such omnibus. Every omnibus for which a licence is applied for shall be examined the same for the purpose of ascertaining its suitability in every particular for use as a country omnibus. If the same is approved by him, he shall determine the number of passengers which, in his opinion, the same may, having regard to its construction, safely and conveniently carry, which it shall be lawful to receive and convey in such omnibus at any one and the same time. The owner of every such omnibus shall cause a notice of the number so determined to be carried in some conspicuous place on the outside of such omnibus as may be directed by the Inspector, distinctly and legibly painted in words at least 1 inch high, and of proportionate breadth, in the following form, that is to say:—"Licensed to carry (here insert the number fixed) passengers inside, and (here insert the number fixed) passengers outside." The said notice shall also be exhibited on the inside of such omnibus in such place, form, and manner as the Inspector may direct. When such omnibus is constructed to carry passengers in different compartments, then such notice shall specify the number of passengers permitted to be carried in each such compartment, and shall at all times during the currency of the omnibus licence be kept conspicuous, legible, and undefaced in such place as shall be directed by the Inspector. If the driver or conductor of any such omnibus shall cause any such omnibus, whether inside or outside, or in any compartment thereof, a number of passengers greater than the number determined as aforesaid, he shall in respect of each passenger so conveyed over and above the said number, be deemed guilty of a separate and distinct offence against the provisions of these Regulations.

SCHEDULE B.
ROUTES AND FARES.

- Quarry Hill.**—From the stand in Hargreaves-street; thence by Mitchell, Olinda or Gladstone, Russell street to Harkness-street, with an option of along Russell and Carpenter streets, and Carpenter-street to City boundary. Return by same route. Fare: 3d. each way.
 - Booth-street.**—From the stand at Bath Corner; thence by High-street, along Lily-street to Alley-street (Gill's store); returning from Alley-street by Booth, Mackenzie, Thistle, and High streets to the stand. Fare: 3d. each way.
 - White Hills.**—From the stand in Pall Mall, along Bridge or McCrae streets to White Hills main road; thence along that road to Botanical Gardens. Return by same route. Fares: To Suburban Hotel, 3d. each way; to Botanical Gardens, 6d. each way.
 - Kangaroo Flat.**—From the stand at Bath Corner; thence by High-street to Kangaroo Flat. Return by same route. Fares: From Bendigo to Oak-street, 3d.; from Bendigo to Kangaroo Flat, 6d.; from Kangaroo Flat to Wade-street, 3d.; from Kangaroo Flat to stand at Bath Corner, 6d.
 - Kennington.**—From the stand in Hargreaves-street; thence along that street by Lyttleton-terrace, McIvor-road, Neale-street, Ligar-street, Sternberg-street, to Durham Ox Hotel. Return by same route. Fare: 3d. each way.
- The fares prescribed in this schedule shall be read in conjunction with and be subject to clause 11 (14) of this Regulation relating to the minimum fares to be charged for any portion of the above routes which are upon a tramway route.
- Eaglehawk.**—(a) Milroy-street.—From the stand at View Point, Bendigo, along View-street, Barkly-place, Milroy-street, Moran-street, Wood-street, Dowding-street, Sandhurst-road, crossing railway line at Nelson-street railway gates, Loudon-street, Barrell-street, Willan-street, Church-street, Denham-street, to the stand at the intersection of Napier and Denham streets. Fares (each way): From stand at View Point to Milroy and Moran streets, 3d.; from stand at View Point to Wood-street, 4d.; from stand at View Point to Job's Gully-road, 5d.; from stand at View Point to stand at Eaglehawk, 6d.
 - (b) Arnold-street.—From the stand in Pall Mall, along Pall Mall, Bridge-street, Arnold-street, Holmes-road, Sandhurst-road, crossing railway line at Nelson-street gates, Loudon-street, Barrell-street, Willan-street, Church-street, Denham-street, to the stand at the corner of Napier and Denham streets. Fares: From stand in Pall Mall to Havilah-road, 3d.; from stand in Pall Mall to Nelson-street, California Gully, 4d.; from stand in Pall Mall to Job's Gully-road, 5d.; from stand in Pall Mall to stand at Napier-street, Eaglehawk, 6d.; from stand at Eaglehawk to Nelson-street, California Gully, 2d.; from stand at Eaglehawk to Holds-worth-road, 3d.; from stand at Eaglehawk to Prowse's-road, 4d.; from stand at Eaglehawk to stand in Pall Mall, 6d.
 - (c) Wattle-street.—From the stand at View Point, along View-street, Rowan, Wattle, Bennett, Creeth, Bond, and Jackson streets, Upper-road, Brown, Victoria, Crowther, and Market streets, to the stand at the intersection of Napier-street and Panton-street. Fares (each way): From stand at View Point to Long Gully, 3d.; from stand at View Point to Long Gully, except at points in contact with tram line, when the fare will be 4d.; from stand at View Point to California Gully, 4d.; from stand at View Point to Eaglehawk (stand in Napier-street), 6d.
- SCHEDULE C.
TIME-TABLES.
- Quarry Hill Route (2 Buses, Half-hour Service).**
 - Leave City for Quarry Hill—
Daily (Sundays excepted).—At 8.10, 8.40, 9.10, 9.40, 10.10, 10.40, 11.10, 11.40 a.m.; 12.10, 12.40, 1.10, 1.40, 2.10, 2.40, 3.10, 3.40, 4.10, 4.40, 5.10, 5.40, 6.10, 6.40, 7.10, 7.40, 8.40, 9.40, and 10.45 p.m.
Sundays.—At 3, 4, 5, 6, 7, 8, 9, and 10 p.m.
 - Leave Quarry Hill for City—
Daily (Sundays excepted).—At 8.50, 9.20, 9.50, 10.20, 10.50, 11.20, 11.50 a.m.; 12.20, 12.50, 1.20, 1.50, 2.20, 2.50, 3.20, 3.50, 4.20, 4.50, 5.20, 5.50, 6.20, 6.50, 7.20, 7.50, 8.30, 9.30, and 10.45 p.m.
Sundays.—At 2.30, 3.30, 4.30, 5.30, 6.30, 7.30, 8.30, and 9.30 p.m.
 - Booth-street Route (1 Bus).**
 - Leave City for Booth-street—
Daily (Monday to Thursday inclusive, Sundays excepted).—At 9.15, 11.15 a.m.; 12.15, 2.15, 3.15, 4.15, 5.15, 6.15, and 10.45 p.m.
Fridays.—At 9.15, 11.15 a.m.; 12.15, 2.15, 3.15, 4.15, 5.15, 6.15, 7.5, 7.20, 8.30, 9.5, 9.30, and 10.45 p.m.
Saturdays.—At 9.15, 10.15, 11.15 a.m.; 12.15, 1.10, 5.30, 7.15, and 10.45 p.m.
Sundays.—At 3, 4, 5, 6, 7, 8, 9, and 10 p.m.

- Leave Booth-street for City—
Daily (Monday to Thursday inclusive).—At 8.30, 10.30, 11.30 a.m.; 1.30 and 7.30 p.m.
Fridays.—At 8.30, 10.30, 11.30 a.m.; 5.30, 6.30, 7, 7.15, 7.30, 8.45, 9.45, 10.30, 11.30, and 1.30 p.m.
Sundays.—At 2.30, 3.30, 4.30, 5.30, 9.30 p.m.
 - White Hills Route (3 Buses, 20-minute Service).**
 - Leave City for White Hills—
Daily (Sundays excepted).—At 8.4, 10.45, 11.5, 11.25, 11.45 a.m.; 1.25, 1.45, 2.5, 2.25, 2.45, 3.5, 4.45, 5.5, 5.25, 5.45, 6.5, 6.25, 6.8.30, 9, 9.30, 10, 10.30, and 11.30 p.m.
Sundays.—At 2, 3, 4, 5, 6, 7, 8, 9, and 10 p.m.
 - Leave White Hills for City—
Daily (Sundays excepted).—At 8.2, 10.5, 10.25, 10.45, 11.5, 11.25, 11.45, 1.5, 1.25, 1.45, 2.5, 2.25, 4.5, 4.25, 4.45, 5.5, 5.25, 5.45, 6.7.45, 8.5, 8.30, 9, 9.30, 10, and 10.30 p.m.
Sundays.—At 2.30, 3.30, 4.30, 5.30, and 10.30 p.m.
 - Kangaroo Flat Route (3 Buses, 20-minute Service).**
 - Leave City for Kangaroo Flat—
Daily (Sundays excepted).—At 8.5, 10.5, 10.25, 10.45, 11.5, 11.25, 12.45, 1.5, 1.25, 1.45, 2.5, 2.25, 4.5, 4.25, 4.45, 5.5, 5.25, 5.45, 6.7.45, 8.5, 8.30, 9, 9.30, 10, 10.30, and 10.30 p.m.
Sundays.—At 3, 4, 5, 6, 7, 8, 9, and 10 p.m.
 - Leave Kangaroo Flat for City—
Daily (Sundays excepted).—At 8.5, 10.5, 10.25, 10.45, 11.5, 11.25, 12.45, 1.5, 1.25, 1.45, 2.5, 2.25, 4.5, 4.25, 4.45, 5.5, 5.25, 5.45, 6.7.45, 8.15, 8.45, 9.15, and 10.30 p.m.
Sundays.—At 2.30, 3.30, 4.30, 5.3, and 9.30 p.m.
 - Eaglehawk Route (via Arnold and Market Streets, 20-minute Service).**
 - Leave City for Eaglehawk—
Daily (Sundays excepted).—At 8.5, 10.25, 10.45, 11.5, 11.25, 11.45, 1.25, 1.45, 2.5, 2.25, 2.45, 3.45, 4.5, 5.5, 5.25, 5.45, 6.5, 6.25, 8.5, 8.30, 9, 9.30, 10, 10.30, and 10.30 p.m.
Sundays.—At 2, 3, 4, 5, 6, 7, 8, 9, and 10 p.m.
 - Leave Eaglehawk for City—
Daily (Sundays excepted).—At 8.5, 10.5, 10.25, 10.45, 11.5, 11.25, 12.45, 1.5, 1.25, 1.45, 2.5, 2.25, 4.5, 4.25, 4.45, 5.5, 5.25, 5.45, 6.7.45, 8.15, 8.45, 9.15, 9.45, 10.30 p.m.
Sundays.—At 2.30, 3.30, 4.30, 5.3, and 9.30 p.m.
 - Eaglehawk Route (via Wattle-street and Panton-street, 20-minute Service).**
 - Leave City for Eaglehawk—
Daily (Sundays excepted).—At 8.5, 11.30 a.m.; 12, 12.30, 1, 1.30, 4.30, 5, 5.30, 6, 6.30, 7, 7.30, 10.45 p.m.
Sundays.—At 2, 3, 4, 5, 6, 7, 8, 9, and 10 p.m.
 - Leave Eaglehawk for City—
Daily (Sundays excepted).—At 8.5, 11, 11.30 a.m.; 12, 12.30, 1, 4.30, 5, 5.30, 6, 6.30, 7, 7.30, 10.45 p.m.
Sundays.—At 2.30, 3.30, 4.30, 5.3, and 9.30 p.m.
 - Kennington Route (1 Bus, 20-minute Service).**
 - Leave City for Kennington—
Daily (Sundays excepted).—At 12.5, 1.5, 2.5, 3.5, 4.5, 5.5, 10.45 p.m.
Sundays.—At 2, 3, 4, 5, 6, 7, 8, 9, and 10 p.m.
 - Leave Kennington for City—
Daily (Sundays excepted).—At 12.45, 1.45, 2.30, 3.30, 4.30, 5.3, and 10.30 p.m.
- Approved by the Governor in Council the 12th March, 1929.
F. W. MABBOTT,
Clerk of the Executive Council.

SCHEDULE B.

ROUTES AND FARES.

Quarry Hill.—From the stand in Hargreaves-street; thence by Mitchell, Olinda or Gladstone, Russell street to Harkness-street, with an option of along Russell and Carpenter streets, and Carpenter-street to City boundary. Return by same route. Fare: 3d. each way.

Booth-street.—From the stand at Bath Corner; thence by High-street, along Lily-street to Alley-street (Gill's store); returning from Alley-street by Booth, Mackenzie, Thistle, and High streets to the stand. Fare: 3d. each way.

White Hills.—From the stand in Pall Mall, along Bridge or McCrae streets to White Hills main road; thence along that road to Botanical Gardens. Returning by same route. Fares: To Suburban Hotel, 3d. each way; to Botanical Gardens, 6d. each way.

Kangaroo Flat.—From the stand at Bath Corner; thence by High-street to Kangaroo Flat. Return by same route. Fares: From Bendigo to Oak-street, 3d.; from Bendigo to Kangaroo Flat, 6d.; from Kangaroo Flat to Wade-street, 3d.; from Kangaroo Flat to stand at Bath Corner, 6d.

Kennington.—From the stand in Hargreaves-street; thence along that street by Lyttleton-terrace, McIvor-road, Neale-street, Ligar-street, Sternberg-street, to Durham Ox Hotel. Return by same route. Fare: 3d. each way.

The fares prescribed in this schedule shall be read in conjunction with and be subject to clause 11 (14) of this Regulation relating to the minimum fares to be charged for any portion of the above routes which are upon a tramway route.

Eaglehawk.—(a) *Milroy-street.*—From the stand at View Point, Bendigo, along View-street, Barkly-place, Milroy-street, Moran-street, Wood-street, Dowding-street, Sandhurst-road, crossing railway line at Nelson-street railway gates, Loudon-street, Barrell-street, Willan-street, Church-street, Denham-street, to the stand at the intersection of Napier and Denham streets. Fares (each way): From stand at View Point to Milroy and Moran streets, 3d.; from stand at View Point to Wood-street, 4d.; from stand at View Point to Job's Gully-road, 5d.; from stand at View Point to stand at Eaglehawk, 6d.

(b) *Arnold-street.*—From the stand in Pall Mall, along Pall Mall, Bridge-street, Arnold-street, Holmes-road, Sandhurst-road, crossing railway line at Nelson-street gates, Loudon-street, Barrell-street, Willan-street, Church-street, Denham-street, to the stand at the corner of Napier and Denham-streets. Fares: From stand in Pall Mall to Havilah-road, 3d.; from stand in Pall Mall to Nelson-street, California Gully, 4d.; from stand in Pall Mall to Job's Gully-road, 5d.; from stand in Pall Mall to stand at Napier-street, Eaglehawk, 6d.; from stand at Eaglehawk to Nelson-street, California Gully, 2d.; from stand at Eaglehawk to Holdsworth-road, 3d.; from stand at Eaglehawk to Prowse's-road, 4d.; from stand at Eaglehawk to stand in Pall Mall, 6d.

(c) *Wattle-street.*—From the stand at View Point, along View-street, Rowan, Wattle, Bennett, Creeth, Bond, and Jackson streets, Upper-road, Brown, Victoria, Crowther, and Market streets, to the stand at the intersection of Napier-street and Panton-street. Fares (each way): From stand at View Point to Long Gully, 3d.; from stand at View Point to Long Gully, except at points in contact with tram line, when the fare will be 4d.; from stand at View Point to California Gully, 4d.; from stand at View Point to Eaglehawk (stand in Napier-street), 6d.

SCHEDULE C.

TIME-TABLES.

Quarry Hill Route (2 Buses, Half-hour Service).

Leave City for Quarry Hill—

Daily (Sundays excepted).—At 8.10, 8.40, 9.10, 9.40, 10.10, 10.40, 11.10, 11.40 a.m.; 12.10, 12.40, 1.10, 1.40, 2.10, 2.40, 3.10, 3.40, 4.10, 4.40, 5.10, 5.40, 6.10, 6.40, 7.10, 7.40, 8.40, 9.40, and 10.45 p.m.

Sundays.—At 3, 4, 5, 6, 7, 8, 9, and 10 p.m.

Leave Quarry Hill for City—

Daily (Sundays excepted).—At 8.50, 9.20, 9.50, 10.20, 10.50, 11.20, 11.50 a.m.; 12.20, 12.50, 1.20, 1.50, 2.20, 2.50, 3.20, 3.50, 4.20, 4.50, 5.20, 5.50, 6.20, 6.50, 7.20, 7.50, 8.30, 9.30, and 10.45 p.m.

Sundays.—At 2.30, 3.30, 4.30, 5.30, 6.30, 7.30, 8.30, and 9.30 p.m.

Booth-street Route (1 Bus).

Leave City for Booth-street—

Daily (Monday to Thursday inclusive, Sundays excepted).—At 9.15, 11.15 a.m.; 12.15, 2.15, 3.15, 4.15, 5.15, 6.15, and 10.45 p.m.

Fridays.—At 9.15, 11.15 a.m.; 12.15, 2.15, 3.15, 4.15, 5.15, 6.15, 7.5, 7.20, 8.30, 9.5, 9.30, and 10.45 p.m.

Saturdays.—At 9.15, 10.15, 11.15 a.m.; 12.15, 1.10, 5.30, 7.15, and 10.45 p.m.

Sundays.—At 3, 4, 5, 6, 7, 8, 9, and 10 p.m.

Leave Booth-street for City—

Daily (Monday to Thursday inclusive, Sundays excepted).—At 8.30, 10.30, 11.30 a.m.; 1.30, 2.30, 3.30, 4.30, 5.30, and 7.30 p.m.

Fridays.—At 8.30, 10.30, 11.30 a.m.; 1.30, 2.30, 3.30, 4.30, 5.30, 6.30, 7, 7.15, 7.30, 8.45, 9.15, and 9.45 p.m.

Saturdays.—At 8.30, 10.30, 11.30 a.m.; 12.30, 2.30, 7.5, 7.30, and 10.30 p.m.

Sundays.—At 2.30, 3.30, 4.30, 5.30, 6.30, 7.30, 8.30, and 9.30 p.m.

White Hills Route (3 Buses, 20-minute Service).

Leave City for White Hills—

Daily (Sundays excepted).—At 8.45, 9.5, 9.25, 9.45, 10.5, 10.45, 11.5, 11.25, 11.45 a.m.; 12.5, 12.25, 12.45, 1.5, 1.25, 1.45, 2.5, 2.25, 2.45, 3.5, 3.25, 3.45, 4.5, 4.25, 4.45, 5.5, 5.25, 5.45, 6.5, 6.25, 6.45, 7.5, 7.25, 7.45, 8.5, 8.30, 9, 9.30, 10, 10.30, and 11 p.m.

Sundays.—At 2, 3, 4, 5, 6, 7, 8, 9, and 10 p.m.

Leave White Hills for City—

Daily (Sundays excepted).—At 8.25, 8.45, 9.5, 9.25, 9.45, 10.5, 10.25, 10.45, 11.5, 11.25, 11.45 a.m.; 12.5, 12.25, 12.45, 1.5, 1.25, 1.45, 2.5, 2.25, 2.45, 3.5, 3.25, 3.45, 4.5, 4.25, 4.45, 5.5, 5.25, 5.45, 6.5, 6.25, 6.45, 7.5, 7.25, 7.45, 8.5, 8.30, 9, 9.30, 10, and 10.30 p.m.

Sundays.—At 2.30, 3.30, 4.30, 5.30, 6.30, 7.30, 8.30, 9.30, and 10.30 p.m.

Kangaroo Flat Route (3 Buses, 20-minute Service).

Leave City for Kangaroo Flat—

Daily (Sundays excepted).—At 8.25, 8.45, 9.5, 9.25, 9.45, 10.5, 10.25, 10.45, 11.5, 11.25, 11.45 a.m.; 12.5, 12.25, 12.45, 1.5, 1.25, 1.45, 2.5, 2.25, 2.45, 3.5, 3.25, 3.45, 4.5, 4.25, 4.45, 5.5, 5.25, 5.45, 6.5, 6.25, 6.45, 7.5, 7.25, 7.45, 8.5, 8.30, 9, 9.30, 10, 10.30, and 11 p.m.

Sundays.—At 3, 4, 5, 6, 7, 8, 9, and 10 p.m.

Leaves Kangaroo Flat for City—

Daily (Sundays excepted).—At 8.25, 8.45, 9.5, 9.25, 9.45, 10.5, 10.25, 10.45, 11.5, 11.25, 11.45 a.m.; 12.5, 12.25, 12.45, 1.5, 1.25, 1.45, 2.5, 2.25, 2.45, 3.5, 3.25, 3.45, 4.5, 4.25, 4.45, 5.5, 5.25, 5.45, 6.5, 6.25, 6.45, 7.5, 7.25, 7.45, 8.15, 8.45, 9.15, and 10.45 p.m.

Sundays.—At 2.30, 3.30, 4.30, 5.30, 6.30, 7.30, 8.30, and 9.30 p.m.

Eaglehawk Route (via Arnold and Milroy streets; 3 Buses, 20-minute Service).

Leave City for Eaglehawk—

Daily (Sundays excepted).—At 8.45, 9.5, 9.25, 9.45, 10.5, 10.25, 10.45, 11.5, 11.25, 11.45 a.m.; 12.5, 12.25, 12.45, 1.5, 1.25, 1.45, 2.5, 2.25, 2.45, 3.5, 3.25, 3.45, 4.5, 4.25, 4.45, 5.5, 5.25, 5.45, 6.5, 6.25, 6.45, 7.5, 7.25, 7.45, 8.5, 8.30, 9, 9.30, 10, 10.30, and 11 p.m.

Sundays.—At 2, 3, 4, 5, 6, 7, 8, 9, and 10 p.m.

Leave Eaglehawk for City—

Daily (Sundays excepted).—At 8.25, 8.45, 9.5, 9.25, 9.45, 10.5, 10.25, 10.45, 11.5, 11.25, 11.45 a.m.; 12.5, 12.25, 12.45, 1.5, 1.25, 1.45, 2.5, 2.25, 2.45, 3.5, 3.25, 3.45, 4.5, 4.25, 4.45, 5.5, 5.25, 5.45, 6.5, 6.25, 6.45, 7.5, 7.25, 7.45, 8.15, 8.45, 9.15, 9.45, 10.15, and 10.45 p.m.

Sundays.—At 2.30, 3.30, 4.30, 5.30, 6.30, 7.30, 8.30, and 9.30 p.m.

Eaglehawk Route (via Wattle-street; 2 Buses, Half-hour Service).

Leave City for Eaglehawk—

Daily (Sundays excepted).—At 9, 9.30, 10, 10.30, 11, 11.30 a.m.; 12, 12.30, 1, 1.30, 2, 2.30, 3, 3.30, 4, 4.30, 5, 5.30, 6, 6.30, 7, 7.30, 8, 8.30, 9, 10, and 10.45 p.m.

Sundays.—At 2, 3, 4, 5, 6, 7, 8, 9, and 10 p.m.

Leave Eaglehawk for City—

Daily (Sundays excepted).—At 8.30, 9, 9.30, 10, 10.30, 11, 11.30 a.m.; 12, 12.30, 1, 1.30, 2, 2.30, 3, 3.30, 4, 4.30, 5, 5.30, 6, 6.30, 7, 7.30, 8, 9, 10, and 11 p.m.

Sundays.—At 2.30, 3.30, 4.30, 5.30, 6.30, 7.30, 8.30, and 9.30 p.m.

Kennington Route (1 Bus).

Leave City for Kennington—

Daily (Sundays excepted).—At 8.30, 10.15, 11.15 a.m.; 12.5, 1.5, 2.5, 3.5, 4.5, 5.5, 6.5, 7.15, 8.40, and 10.45 p.m.

Sundays.—At 2, 3, 4, 5, 6, 7, 8, 9, and 10 p.m.

Leave Kennington for City—

Daily (Sundays excepted).—At 8.45, 10.30, 11.30 a.m.; 12.45, 1.45, 2.30, 3.30, 4.30, 5.30, 6.15, 7.30, 9.30, and 11 p.m.

Sundays.—At 2.30, 3.30, 4.30, 5.30, 6.30, 7.30, 8.30, 9.30, and 10.30 p.m.

Approved by the Governor in Council,
the 12th March, 1929.

F. W. MABBOTT,
Clerk of the Executive Council.