

BENDIGO TRAMWAYSEARLY HISTORY

As early as 1887, proposals were made to the Sandhurst (now Bendigo) City Council for the operation of tramways in their areas, whether by horse, steam, cable or electric power. The Sandhurst and Eaglehawk Electric Tramway Company Limited which obtained the franchise, favoured the use of overhead electric wires, but the Councils were opposed and insisted on battery trams. Local contractors built the depot and plant room, and laid tracks very promptly indeed, but considerable delay was experienced in obtaining trams and equipment, so that the service did not commence until 1890. Trouble was experienced from the outset, and it was reported that only two of the eight trams were tested before leaving the United Kingdom, and then only on a level track. The batteries were supposed to run the trams for 30 miles on each charge, but usually lasted only for one return trip - about 8½ miles.

Failures in service were frequent and operations ceased after about fourteen weeks, amid recriminations and lamentations by directors, shareholders, engineers and councillors. Trams, buildings and equipment were later sold to a new concern, the Bendigo Tramway Company Limited, at a bargain price, and the original company went into liquidation. The new Company operated steam trams with limited financial success, and moves were made in 1896 to sell the Company. Further moves in 1899, resulted in its purchase by the Electric Supply Company of Victoria Limited, which proceeded to convert the Eaglehawk route for electric trams (opened 14th April, 1903) and to build routes to Quarry Hill, Golden Square and Lake Weeroona. The Company also purchased the infant Bendigo Electric Company and expanded its operations until taken over by the State Electricity Commission on 1st July, 1931. The Company continued to operate the tramways under State Electricity Commission supervision until 30th June, 1934, when the franchise expired. The State Electricity continued the policy of rehabilitating the system which it has operated and maintained in good condition until the present day. The Lake Weeroona line was extended to North

Bendigo on 23rd November, 1942, and route mileage now stands at 8.64 of which 2.43 miles is double track (all ^{of} 4' 8 1/2" gauge).

Service is maintained by 21 trams, including 10 double bogeys and there is one scrubber tram.

Year	Revenue	Expenses	Profit	Balance
1941	1,140	2,256		41,875
1942	1,140	2,256		41,875
1943	1,140	2,256		41,875
1944	1,140	2,256		41,875
1945	1,140	2,256		41,875
1946	1,140	2,256		41,875
1947	1,140	2,256		41,875
1948	1,140	2,256		41,875
1949	1,140	2,256		41,875
1950	1,140	2,256		41,875
1951	1,140	2,256		41,875
1952	1,140	2,256		41,875
1953	1,140	2,256		41,875
1954	1,140	2,256		41,875
1955	1,140	2,256		41,875
1956	1,140	2,256		41,875
1957	1,140	2,256		41,875
1958	1,140	2,256		41,875
1959	1,140	2,256		41,875
1960	1,140	2,256		41,875
1961	1,140	2,256		41,875
1962	1,140	2,256		41,875
1963	1,140	2,256		41,875
1964	1,140	2,256		41,875
1965	1,140	2,256		41,875
1966	1,140	2,256		41,875
1967	1,140	2,256		41,875
1968	1,140	2,256		41,875
1969	1,140	2,256		41,875

- REVISIONS:
- (a) First Fare Revision - 1st October, 1941.
 - (b) Second Fare Revision - 1st October, 1942.
 - (c) Third Fare Revision - 1st October, 1943.
 - (d) Fourth Fare Revision - 1st October, 1944.
 - (e) Fifth Fare Revision - 1st October, 1945.
 - (f) Sixth Fare Revision - 1st October, 1946.
 - (g) Seventh Fare Revision - 1st October, 1947.
 - (h) Eighth Fare Revision - 1st October, 1948.
 - (i) Ninth Fare Revision - 1st October, 1949.
 - (j) Tenth Fare Revision - 1st October, 1950.
 - (k) Eleventh Fare Revision - 1st October, 1951.
 - (l) Twelfth Fare Revision - 1st October, 1952.
 - (m) Thirteenth Fare Revision - 1st October, 1953.
 - (n) Fourteenth Fare Revision - 1st October, 1954.
 - (o) Fifteenth Fare Revision - 1st October, 1955.
 - (p) Sixteenth Fare Revision - 1st October, 1956.
 - (q) Seventeenth Fare Revision - 1st October, 1957.
 - (r) Eighteenth Fare Revision - 1st October, 1958.
 - (s) Nineteenth Fare Revision - 1st October, 1959.
 - (t) Twentieth Fare Revision - 1st October, 1960.
 - (u) Twenty-first Fare Revision - 1st October, 1961.
 - (v) Twenty-second Fare Revision - 1st October, 1962.
 - (w) Twenty-third Fare Revision - 1st October, 1963.
 - (x) Twenty-fourth Fare Revision - 1st October, 1964.
 - (y) Twenty-fifth Fare Revision - 1st October, 1965.
 - (z) Twenty-sixth Fare Revision - 1st October, 1966.
 - (aa) Twenty-seventh Fare Revision - 1st October, 1967.
 - (ab) Twenty-eighth Fare Revision - 1st October, 1968.
 - (ac) Twenty-ninth Fare Revision - 1st October, 1969.
 - (ad) Thirtieth Fare Revision - 1st October, 1970.

STATISTICAL STATEMENT - 1935-1969

Year Ended 30th June	BENDIGO				
	Income \$	Expenditure \$	Loss \$	Passengers	CAR MILES
1935	41,232	42,674	1,442	2,256,948	430978
1936	42,496	46,920	4,424	2,346,404	433826
1937	41,640	47,718	6,078	2,328,392	433883
1938 (a)	36,904	69,304	32,400	2,116,461	436507
1939	35,900	74,978	39,078	2,164,962	437232
1940	35,346	72,918	37,572	2,155,307	427831
1941 (b)	38,106	74,774	36,668	2,276,484	414097
1942 "	43,384	73,526	30,142	2,662,058	414544
1943 "	55,852	82,170	26,318	3,556,718	471167
1944 "	62,634	97,334	34,700	4,014,650	517630
1945 "	64,532	95,880	31,348	4,064,403	520447
1946 "	64,766	93,142	28,376	4,000,533	516852
1947 "	62,402	103,540	41,138	3,735,970	506675
1948 (c)	62,860	127,300	64,440	3,769,695	521124
1949	64,534	145,396	80,862	3,859,089	520652
1950 (d)	78,412	166,606	88,194	3,352,292	498504
1951	80,926	176,404	95,478	3,239,200	448266
1952 (e)	86,608	204,710	118,102	2,845,623	399045
1953	85,578	225,456	139,878	2,830,391	399463
1954	83,910	218,044	134,134	2,780,995	393532
1955	81,246	217,882	136,636	2,710,255	390975
1956 (f)	85,028	224,880	139,852	2,522,133	369289
1957	85,218	260,882	175,664	2,382,315	356493
1958	82,712	210,542	127,830	2,327,945	357439
1959	78,118	217,796	139,678	2,296,383	354937
1960	78,254	232,174	153,920	2,336,607	356771
1961	81,024	250,644	169,620	2,282,802	355680
1962	77,156	257,930	180,774	2,256,675	354197
1963 (g)	82,430	255,622	173,192	2,091,773	352900
1964	93,578	282,126	188,548	1,832,272	352293
1965	86,412	313,124	226,712	1,729,402	341552
1966 (h)	95,816	331,886	236,070	1,605,839	347715
1967 (i)	107,957	350,340	242,383	1,415,314	350479
1968	103,195	358,586	255,391	1,309,229	348959
1969 (j)					

- REFERENCES:
- (a) Capital Charges on Reconstruction Funds.
 - (b) World War II - Petrol Restrictions - Military Camps, Staff and Service Increase - Restricted Maintenance - Capital Charges increased and reduced in 1946.
 - (c) 40 Hours' Week.
 - (d) First Fare Revision.
 - (e) Second Fare Revision.
 - (f) Third Fare Revision. Capital investment finally written out.
 - (g) Fourth Fare Revision - 1st March, 1963, increase of 60% - introduction of city sections with concession fares from 1st August, 1963.
 - (h) Fifth Fare Revision - 1st October, 1965, increase of 23%.
 - (i) Sixth Fare Revision - 1st September, 1966, increase of 27%.
 - (j) Seventh Fare Revision - 26th January, 1969, increase 23½%.