

CARS 29 & 23.

A.E.T.A.

SOUVENIR BROCHURE

GOLDEN ANNIVERSARY

OF

BENDIGO ELECTRIC TRAMWAYS.

1903 - 1953

"A Golden Jubilee in the Golden City"

- 0 - 0

0 - 0

This tour is being conducted by the  
Australian Electric Traction Association  
in specially chartered rail and tram  
cars on Saturday, 11th April, 1953.

0 - 0

0 - 0

1903 - 1953

50 years is a long time - over two-thirds of man's allotted span. It may be said that this occasion is the celebration of fifty years of "wedded bliss" between Bendigo and its electric tramways. For, with the passing of the years, each has aided the other's development, and they have stood together through lean years as well as good - and, in a town founded on gold mining, lean years can be very, very lean indeed.

Bendigo first saw tramway operation in 1889 when a system of battery cars began running to Eaglehawk. They proved a failure and, after an equally unsuccessful attempt at horse traction, steam trams were installed in 1891. In 1899, the Bendigo

Tramway Co. was purchased by the Elec. Supply Co. of Victoria, who decided on conversion to trolley operation. First trial run was made between the Depot and Charing Cross shortly after 5.30 p.m. on Wednesday, 3th April, 1903, - the first public run two days later. On the next morning, Saturday, 11th, the first trial to Eaglehawk was made, regular service was commenced three days later.

As it is 50 years since the people of Bendigo saw their first trolley-operated electric tramway, the A.E.T.A. has arranged today's special tour to commemorate this Golden Jubilee.

0 - 0

0 - 0

### ITINERARY

a.m.

9.05 Depart Flinders St. (No. 10 East platform by Special Railcar (280 h.p. Walker diesel) for Bendigo via Heathcote Junc. The main feature of the journey to Bendigo is that we traverse the 29-mile section between Heathcote and Bendigo - closed to regular passenger traffic some years ago. Mileages: Melbourne to Bendigo (via Heathcote) -  $102\frac{1}{2}$ ; return (via Castlemaine) -  $100\frac{3}{4}$ ; total -  $203\frac{1}{4}$ .

11.50 Arrive Bendigo. Lunch may now be taken (those who have booked at the R.R.R. should proceed there, as lunch will be available almost immediately).

p.m.

12.15 The Mayor of Bendigo will tender a Civic Reception to a representative group of A.E.T.A. members.

2.00 The special tram will depart from Charing Cross. Passengers should be in attendance early, as the special tram will leave punctually and must not delay regular cars.

2.10 Arrive Quarry Hill terminus.

2.20 Depart Quarry Hill terminus.

2.55 Arrive Eaglehawk. Afternoon Tea will be served and films of Bendigo will be shown.

4.00 Depart Eaglehawk.

4.25 Pass Charing Cross en route to North Bendigo.

4.35 Arrive North Bendigo terminus.



(Items of interest over the railway line are the large Ordnance Factory and the old Chinese Joss House).

4.40 Depart North Bendigo.

4.50 Pass Charing Cross en route for Golden Square.

5.00 Arrive Golden Square terminus.

5.05 Depart Golden Square for Depot.

Passengers not wishing to visit the Depot may alight at Charing Cross.

5.20 Arrive at Depot, which will be open for inspection.

6.00 Tea will be available at the R.R.R. if already ordered.

7.00. Special Railcar departs for Melb'ne.

9.25 Special Railcar arrives at No.10 East platform, Flinders Street.

0 - 0

0 - 0

0 - 0

0 - 0

The Council and Members of the Australian Electric Traction Association trust that you will have a pleasant and enjoyable tour.

0 - 0

0 - 0

"Bendigo Tramways - A Brief Review" was published in "Railways in Australia" for March, 1950. Copies of this and other issues of this publication, and other journals dealing with railway and tramway matters can be obtained from the Public Relations Officer on the tour.

0 - 0

0 - 0

