# Ballarat and Bendigo

**VICTORIAN TRAMWAY PRESERVATION**

D. MENZIES
and
J. H. PRICE

Reprinted from
Modern Tramway

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BALLARAT, Bendigo and Geelong are the three main provincial cities in the Australian state of Victoria. They lie between 48 and 100 miles from Melbourne, respectively west, north and south west. Ballarat and Bendigo grew rapidly during the gold rush years in the last century, soon reaching a size that required local transport; Geelong developed rather later as a port and then as an industrial centre.

First off the mark with tramways was Ballarat, where a standard-gauge horse tramway was opened on December 21 1887 from Ballarat City west along Sturt Street to a depôt at the public gardens alongside Lake Wendouree. Fifteen double-deck horse cars were supplied by Duncan & Frazer of Adelaide, and seven more plus one single-decker were added later as the system was extended. Short lines were built to the north and south, and an extension in 1883 further south to Sebastopol. The horse cars remained in charge until 1905, and the Sebastopol line was not electrified until 1913.

In 1888, an imported Julien battery tram was demonstrated at Ballarat. Ballarat was not impressed, but the Melbourne firm of Booth, Ellson & Company obtained a concession at Bendigo (then named Sandhurst) for a standard-gauge battery-operated tramway to Eaglehawk. Eight cars were imported from Britain, No 1 being a Milnes/Reckenzaun car and 2-8 coming from Brush; a ninth car was built locally. Service on the 4.3-mile route began in June 1890, but the battery cars were a failure and were withdrawn after three months. The company was wound up, and its successor rebuilt the cars as steam trailers and imported five steam tram engines from Baldwin (Philadelphia), resuming service with steam from February 1 1892. Three more tram engines were built in 1892 by the Phoenix Foundry in Ballarat, and the number of trailers eventually reached 16.

In May 1900, a company with the title of Electric Supply Company of Victoria Limited was set up in Liverpool, with the objects of carrying on in Victoria, Australia, the business of electrical engineers and producers and

suppliers of electricity. Almost all shares were held by the British Insulated Wire Company of Prescot and its nominees. Electric lighting concessions were obtained for Ballarat, Bendigo, Bungaree, Eaglehawk and Sebastopol, and in 1902 the company bought out the Bendigo and Ballarat tramway companies and drew up plans for electrification.

Bendigo was dealt with first. A new depôt and power station were built at Arnold Street, and electric service from this point to Charing Cross, the town centre, began on April 10 1903. The Eaglehawk service began on April 15, the Quarry Hill route in July, and the eight-mile system was completed by the year-end. Twelve combination cars with two-window central saloons and Brill 21E trucks were built new for Bendigo by Duncan & Frazer of Adelaide, followed by four similar three-window cars converted from steam trailers; there was also a BEC sprinkler of 1903. Two cross-bench cars, 17 and 18, were built by Duncan & Frazer in 1913, mounted on Brush trucks, and six Ballarat horse cars were used as trailers.

Ballarat's turn came in 1905, after the Electric Supply Company had built a new power station in Rippon Street, with its own branch tramway. Electric cars took over the horse car routes on August 18 1905, with extensions to Gregory Street, Victoria Street and Mount Pleasant, but excluding the Sebastopol line which was not electrified until 1913. The first 18 vehicles were combination cars rebuilt from Sydney cable trailers and prototype electric cars, but Duncan & Frazer also built five new cross-bench cars, 19-20 in 1905 and 21-23 in 1913. As at Bendigo, horse cars were used as trailers.

Manager of the ESC tramways from 1910 onwards was P. J. Pringle, formerly manager at Burton-on-Trent. The two tramways were not making profits, and Mr Pringle decided to adopt one-man operation. The first conversions were in 1913, and all combination cars at Ballarat and Bendigo were altered by fixing the bench seats inward and fitting an American-type coin box. The fare

Bendigo Birney car 30, built for Adelaide, which came to Bendigo via Geelong. The Beehive department store in the background was the Bendigo Stock Exchange in the days of the gold rush, a century ago.
(Paul Nicholson)

was paid in cash or tokens as pay-as-you-enter on cars going into town and pay-as-you-leave on cars going out. Mr Pringle visited Britain in 1920 and described the arrangement in a paper to the Tramways Association Conference. The power supply business was profitable, and covered the losses on the tramways.

After the 1914-18 war, the Victorian Government set about bringing electricity to the rural areas and set up the State Electricity Commission, with monopoly powers and plans for a State-wide grid system. The SEC had no powers to run public transport, and the Ballarat and Bendigo undertakings were left in company hands until their concessions neared expiry. In 1929, a special Act of Parliament gave the SEC power to run tramways and protection from bus competition, and a take-over was agreed in 1931, to become effective on July 1 1934.

The third provincial tramway, Geelong, was installed by the Melbourne Electric Supply Company Ltd, whose main activity was power supply in Melbourne, but which also had a concession in Geelong. A 6.35-mile standard-gauge tramway was opened on March 14 1912, with seven four-wheel combination cars and four cross-bench trailers, two of which were later motored. The tramways were extended in the 1920's, under a new concession which allowed for SEC purchase. Two Birney cars were imported from the USA in 1924, and eight more trams were built in 1925 by Pengelley & Company of Adelaide, with BTH equipment and Brill Radiax trucks. There were eventually seven routes.

The State Electricity Commission took

over Geelong tramways in 1931, and supervised the running of Ballarat and Bendigo pending absorption in 1934. State money was made available to renew the tracks, and the original trams were replaced in 1930-35 by second-hand purchases, mainly four-wheel combination cars from Melbourne, of which there were eventually seven at Geelong, and thirteen each at Ballarat and Bendigo. Most of them were rebuilt in various ways for one-man operation. Geelong also received in 1936 the four Birney cars (301-4) from Port Adelaide and thus had six of the eight Australian Birneys, the other two being Melbourne 217-8. Short exten-



THE TRAMWAYS OF BALLARAT AUSTRALIA

COMPILED FROM A SKETCH DRAWN BY A. T. MARSHALL

W. J. Wyse 5/62
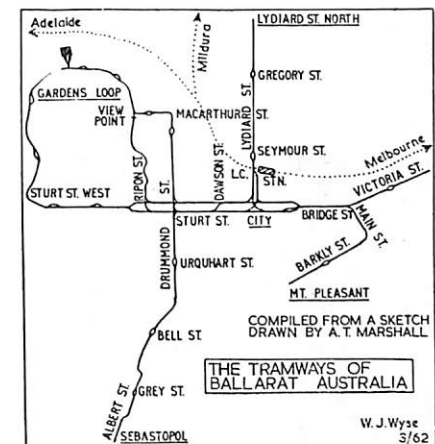
Ballarat Tramways at their maximum extent, from 1937 to 1970. After closure in 1971 the two single-line sections which meet at Gardens loop were retained as a museum tramway, described on pages 5 and 6.
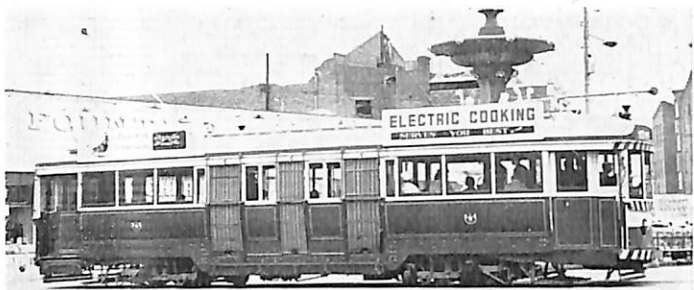
The Victorian provincial tramways at Ballarat and Bendigo were operated in recent years by second-hand trams from Melbourne. Those purchased in 1945-7 were maximum-traction bogie cars on Brill 22E trucks, typified by Bendigo 17 seen above at Alexander Fountain; previously, all cars were single-truck, mainly of the type shown in the lower picture of Ballarat 12, with bogie car 34 in the background. The four-wheelers were built as California combination cars with open end sections, but were rebuilt by the State Electricity Commission as one-man cars.
(J. Chesworth
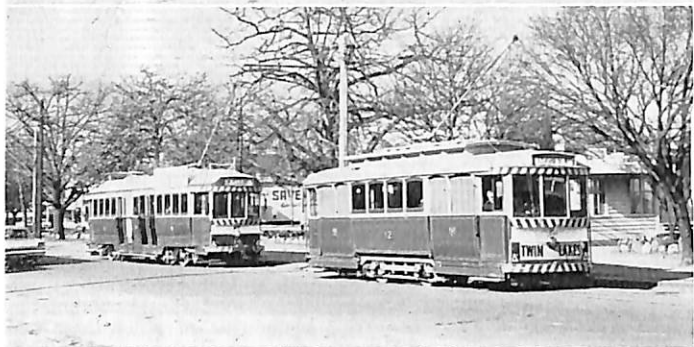
sions were opened in 1937 to Lydiard Street North at Ballarat, and in 1942 to North Bendigo terminus in Bendigo.

By 1945-7, Melbourne was ready to part with its maximum-traction bogie cars, and some went to each SEC tramway. Union unwillingness to work them as one-man cars restricted their use, and they were used only at busy times, being replaced at evenings and weekends by the four-wheel cars. These Melbourne cast-offs (four-wheel and bogie) had originated with two suburban tramways, the Prahran and Malvern Tramways Trust and the Hawthorn Tramways Trust; others were ordered for the Footscray tramways but delivered to the newly-formed Melbourne & Metropolitan Tramways Board. Transfer to the provinces did not mean a basic change of livery, for the SEC in 1935 had given up the former red and cream in favour of a rich green and cream generally similar to that used in Melbourne.

The Ballarat tramways made a small profit in 1943 and again in 1946, but the other two systems still lost money. In 1948 the State Electricity Commission

proposed to offer the trams to the towns, but nothing resulted. Ballarat and Bendigo wished their trams to be kept and modernised but could not find the money; Geelong wanted the trams abandoned. The SEC closed down the Geelong system on March 25 1956 in favour of private buses, and transferred the better cars to Ballarat and Bendigo, including the six Birneys, which became Bendigo 11, 15 and 27-30. 27 was withdrawn after an accident in 1958 and, after Melbourne 218 was withdrawn in 1957, Australia's stock of Birney cars was reduced to six. A further exchange of cars, not involving the Birneys, took place between Ballarat and Bendigo in 1960.

By this time the two provincial tramways with their wooden cars were a real financial embarrassment to their owners. Abandonment proposals were announced, but the two town councils persuaded Parliament to overrule the SEC. Another investigation took place in 1968, and after a further short reprieve a closure notice was tabled in September 1970 and became law. From this point Ballarat and Bendigo became separate stories.

## Ballarat

THE first Ballarat route to close was the View Point line, whose five daily cars were withdrawn without replacement on March 13 1970. The rest of the system closed in the winter and spring of 1971: Victoria Street—Gardens via Drummond Street North on August 22 1971, and Mount Pleasant—Gardens via Sturt Street West on September 5 1971. This left only Sebastopol—Lydiard Street North, which closed on Sunday, September 19 1971, in a well-organised midnight ceremony with a brass band and an estimated 5000 spectators.

There was no risk of any Ballarat tram being scrapped, for the State Electricity Commission had received far more requests from museums than it could fulfil, but there was a growing feeling that some should be kept in Ballarat. To this end, the Ballarat Tramway Preservation Society was formed in May 1971 by enthusiasts in Ballarat and Melbourne, and a plan was submitted to Ballarat City Council for a four-mile tourist tramway encircling Lake Wendouree. The idea was accepted in principle but reduced in scope; in October 1971, the council gave the BTPS permission to operate an 0.85-mile tourist tramway between the northern and southern gate pillars of the Botanical Gardens Reserve, on the west shore of Lake Wendouree. This consists of the two single-line sections which meet at Gardens Loop, but excluded the former depot, which was to be demolished for housing development.

The city council gave the Ballarat Tramway Preservation Society a piece of

land in the gardens area for a new depôt, and the SEC agreed to keep the depôt intact for a short time while the new one was built. To raise money for the new structure, the BTPS formed a co-operative (BTPS Co-operative Ltd) to issue shares. Work proceeded apace, and the first car was towed from the old to the new depot on June 17 1972, followed by the others in succeeding weekends, a temporary track being laid to bridge the 300-yard gap between the new depot and the lakeside tramway. These were the last cars to leave the SEC depôt, which was then demolished.

The State Electricity Commission allocated five trams for the project, four-wheel cars 26, 27 and 28, bogie cars 38 and 40. Four-wheeler 14, presented by the SEC to the Ballarat City Council, is also cared for by the BTPS and available for use. The other 18 trams went as far afield as Sydney and Perth; a full list appeared in *Modern Tramway* for August 1972. Since every Ballarat tram was scheduled for preservation, BTPS members on behalf of all the Australian preservation groups kept a close watch on each car during the closures to prevent vandalism, and handed out leaflets giving details of their own project.

Building the steel-framed depot used up all the funds available in 1972, and two years elapsed before they could go ahead with the permanent 300-yard access track from depot to lakeside and with the provision of overhead wiring, signalling, and a power supply. In the meantime, the depôt was opened to visitors on Saturdays,



Ballarat's Museum tramway started running in October 1974; in the background car 27 waits for the track gang, while 26 standing outside the depôt houses a museum display.
(G. Gilbert
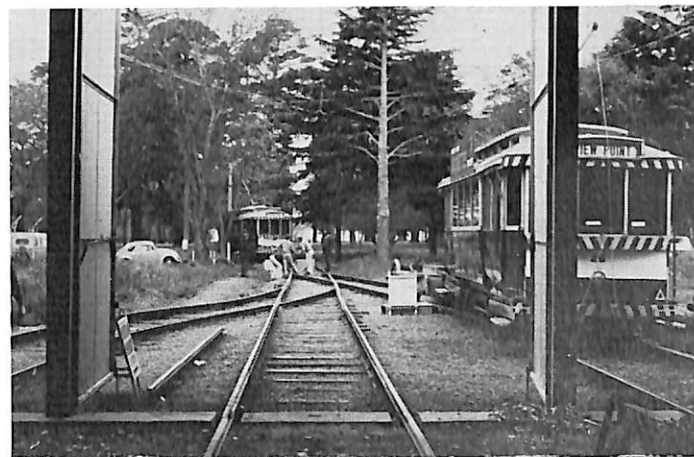
Sundays and holidays, and a photographic display was set up in car 26. A driver-training programme got under way, greatly assisted by the M&MTB in Melbourne who made available the facilities of their own driving school. No attempt was made to repaint the Ballarat cars in the early liveries; this is explained by their non-Ballarat origins, and the society intends to operate its trams in the same condition and manner as they ran until the system closed.

The track from the depôt towards Wendouree Parade was completed in mid-1974 and on October 12 an opening ceremony was held with car 27 running a shuttle service up and down the depôt approach line. On November 22-25 a track was laid across Wendouree Parade, using rails curved by the M&MTB at South Melbourne permanent way yard, and Council workmen then finished off the job by topping up to rail level and making good the road. The next days saw the overhead connected up and anchored off at the ends of the route, and on Saturday December 7 bogie car 40 crossed Wendouree Parade at 15.15 under its own power and travelled on test to the north and south gates and back to the depôt. Four-wheel car 27 then made a similar test run, and both cars were then used for timetable trials. The first revenue trip was operated on December 24, and normal service commenced on Boxing Day, with one car providing a 15-minute service on Saturdays, Sundays and holidays. An official opening was arranged for February 1, 1975, when the tramway was formally opened by the general manager of the State Electricity Commission of Victoria, Mr. J. C. Trethowan.

The cars are rather sprightly in service, due to the fact that they are running on a full 600-volt dc supply, and with the recent suspension of service at Montevideo the BTPS can now claim to be the only volunteer museum to operate on part of an existing system anywhere in the world.

Four other Ballarat trams are running elsewhere: 21 and 34 on the St Kilda tramway near Adelaide; and 12 and 37 which have recently arrived at the Loftus tramway museum near Sydney. No 36 operated for a week in 1971 in Melbourne; this car was donated by the SEC to the City of Hawthorn, and it promoted Ballarat during Tourism Week (a photograph appeared in our June 1972 issue). It was donated by the City of Hawthorn

to the Tramway Museum Society of Victoria in 1973, and is now at the Bylands museum site. Several cars went to other museums, and in two cases the car bodies were kept locally and the truck(s) donated to the Western Australian Electric Transport Association at Perth. A few cars went to Victorian provincial towns for static display, but some had suffered from being put out of doors; the BTPS has recovered car No 30 from this fate, and is negotiating for No 39. At the time Ballarat closed the SEC was also holding many applications from overseas, but gave priority to requests from within Australia.

Although the state of Victoria will have two amateur-run museum tramways within 100 miles (Ballarat and Bylands, the latter described in our January 1971 issue) there is close co-operation between the two, especially in technical matters and sharing of equipment. The BTPS and TMSV have many members in common, and there is also a good working arrangement with the other amateur museum groups; Ballarat, St Kilda, Loftus, Brisbane and Perth share a bi-monthly magazine, 'Trolley Wire' and Ballarat in April 1975 was the venue for the first inter-museum conference on the lines of the ARM in North America. We wish the BTPS success in their operation, and thank them for sending us information during the formative stages of their project. The other information in these articles has been based in large part on a much longer manuscript prepared by our member David Menzies, to whom we apologise for our inability to publish it in full.

Before ending this instalment we should also like to pay tribute to the generosity of the State Electricity Commission, who could well have auctioned off these unique trams to the highest bidder, but instead went to great lengths to evaluate the merits of the different claimants, and was willing to donate items free of charge or release them for a nominal sum. The Australian tramway museums will always be grateful to Mr G. C. Schroder, SEC Manager, Distribution Services, and to his predecessors K. L. Murray and A. H. Smith, for their ready co-operation, and it was through no fault of the SEC that for political reasons a good deal of their careful preparation was set at nought.



## Ballarat

**Above:** 1971 view at South Lodge Gates, with BTPS car 40 on a special tour. This point is now the southern terminus of the BTPS line.
(BTPS



**Centre:** Ballarat 27 in Wendouree Parade, about to start the day's service on the tourist tramway on December 26 1974.
(Paul Nicholson

**Below:** Ballarat bogie car 38 at Gardens terminus on December 26 1974.
(Paul Nicholson

## Bendigo

THE abandonment of the Bendigo tramways followed the same sequence as that at Ballarat, described last month. The two tramways were reprieved together in 1962, reinvestigated together in 1968 and condemned togther in 1970, and were both due to close in 1971. At Bendigo, however, a dispute over the re-allocation of bus licences delayed the closure by half a year and, when Ballarat tramways closed on September 19 1971, those of Bendigo were still running with a 24-minute service on each of the two routes and six cars in daily use. Twenty-two cars were in stock, including several stored as unserviceable.

The last cars on the North Bendigo—Golden Square route ran on March 5 1972, leaving only Quarry Hill—Eaglehawk, which closed on April 16. During the last few months, many enthusiast groups visited Bendigo and hired trams for tours, taxing the current supply to the limit; on one occasion there were more specials out than service cars, and they blew the substation fuses. This influx of tram-minded visitors woke up the citizens and the tradespeople of Bendigo to the fact that they were about to lose a major attraction and, unlike the citizens of many other tram-served communities which slumbered until it was too late, those of Bendigo decided to do something about it.

Bendigo, the Golden City, was already conservation-minded. The 19th century gold rush had endowed Bendigo with some splendid buildings, and subsequent lack of growth meant that the prospect was not yet spoilt by modern accretions. Several major buildings were already protected by the National Trust, including the City Hall, the Law Courts and the Post Office, and the streets are lined with century-old wooden houses, shops and hotels with iron verandah posts and iron lace-work. A conservation group, the Bendigo Trust, had been set up in 1970 as a non-profitmaking organisation to restore the Central Deborah Gold Mine, and the National Trust was restoring a former Chinese Joss House near North Bendigo tram terminus. Chinese labour played an important part in the history of Bendigo, and there is a long-term plan to build a complete Chinese village.

All these attractions happened to lie on the tram route from Golden Square to North Bendigo and, in August 1971, the Bendigo Trust submitted a plan to the City Council for keeping this part of the tramway intact and running a tourist tram service. The plan was opposed by the Country Roads Board, which wanted to turn Pall Mall into a four-lane highway, and by the State Electricity Commission, who wanted to use the tram depôt as a garage. The Tramway Museum Society of Victoria were also unhappy, as they claimed that the Bendigo Trust's plan to retain all 22 cars in Bendigo would prevent them from portraying some Victorian car types at their own museum at



THE TRAMWAYS OF BENDIGO, AUSTRALIA

W.J. Wyse 4/62
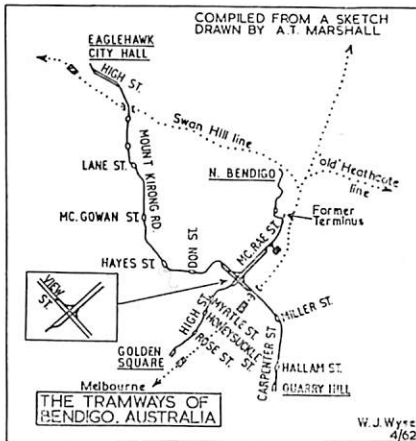
Bendigo Tramways at their maximum extent, prior to closure in April 1972. The route from North Bendigo through the town to a new single-track stub terminus at Central Deborah Mine (just beyond Myrtle Street) has been re-opened as a tourist tramway.

Bylands, for which they had been promised Bendigo 5, 11 and 25 and the scrubber car; of these 5 and 25 were former Melbourne trams.

The Bendigo Trust organised a deputation to a Victoria minister in February 1972 and, after hearing the submission put by the Trust's representatives, he ruled that no Bendigo trams should leave the town and that no part of the tramway between the Central Deborah Mine and North Bendigo should be dismantled after closure, pending an enquiry. The Enquiry Committee consisted of representatives of





**Above:** Motorman Jack Wirth in his distinctive tailored uniform reverses the trolley pole of Birney 30 at North Bendigo terminus on December 29 1973. (R. Prentice
**Below:** An interior view of Birney 28 waiting for passengers at the Mine terminus. December 29 1973. (J. Chadwick

the State Electricity Commission, the Roads Board, the Treasury, the Ministry of Tourism and the Bendigo City Council, and it heard submissions from all the interested parties, including the Bylands and Ballarat museum groups. The Committee reported to the Minister of Local Government in favour of the tourist tramway project.

On September 12 1972, the Victorian government, mindful perhaps of the fact that Bendigo is an important marginal seat, announced that the Bendigo Trust would be allowed to operate a tourist tram service on the existing track from Central Deborah Mine to the Joss House for a trial period up to Easter 1974, and that during this period all trams must remain in Bendigo. The government also provided a sum of money to prepare four trams for tourist service, and three cars were chosen for restoration to a Columbia red and white livery similar to that of the Electric Supply Company of Victoria. A terminal spur was constructed in Violet Street at the Central Deborah Mine, and the North Bendigo terminus was resurfaced in bitumen.

On October 24 1972, a group arrived from the St Kilda tramway museum near Adelaide with a letter from the Minister of Fuel and Power authorising them to collect Adelaide Birney car 29, which had been promised to them well before the closure. They jacked up the tram ready for loading, but the Bendigo Trust rounded up its members, removed the jacks, pushed the tram back indoors, welded metal chocks to the rails, blocked the entrance with motor cars, and mounted a day and night guard. The mayor of Bendigo declared if any further attempts were made to take the tram, appeals for help would be broadcast over the local radio station. The foiled tramcar "hijack" made headlines throughout Australia, and was a natural subject for the cartoonists; its value to Bendigo in free publicity was enormous. The Bendigo Trust is still waiting for a government decision reversing the offer of car 29 to South Australia, and the Great Australian Feud (Bendigo *vs* The Rest) still smoulders.

The Bendigo Tourist Tramway, 2.3 miles in length, was formally opened by the Premier of Victoria on December 9 1972, operating an hourly service from 10.30 to 15.30 between the Central Deborah Mine at Violet Street and the Joss House at North Bendigo terminus. Operation was at first limited to Saturdays, Sundays and holidays, but soon became daily during the summer school

holidays. The cars used initally were repainted cars 19, 25 and 30 and later Birney 28, each fitted with an internal cassette system enabling a commentary to be played as the tram passes the main points of interest. The service is operated by two ex-SEC motormen in period uniforms, assisted at times by volunteers. Passengers must make the complete journey in one direction, and are not allowed to board or leave *en route*. Before commencing service, one-man car 19 was converted back to California combination condition by removing the side panels at each end and fitting long step-boards.

By the end of the trial period at Easter 1974, 50 000 passengers had been carried, earning a profit of 3000 dollars after paying wages, buying a silicon diode rectifier, and repainting one more tram (Birney 28). On May 14 1974, the government announced that the tourist tramway could continue indefinitely, and that all the Bendigo trams still in the depôt were to remain in Bendigo as long as Bendigo was prepared to retain and operate its tramway. The next job the Trust intends to tackle is the restoration of the track-cleaning car to its original cross-bench condition, as ESCV car 17 of 1913, and the other cars will be repainted in the liveries of their original owners in and around Melbourne. A complete fleet list of Bendigo Trust cars appeared in our March 1973 issue, and the only changes are that No 26 is now on static display in Eaglehawk, and Birney car 27 (J. G. Brill, 1925) should be added to the list. This car was sold for scrap after a 1956 accident, but has recently been discovered intact at Maryborough and acquired by the Bendigo Trust. There is a possibility that it may be made available to St. Kilda museum, which would resolve the present deadlock.

Bendigo's achievement in persuading the state authorities, right up to Cabinet level, that a conventional electric street tramway can be a tourist attraction worthy of permanent retention is an achievement fully comparable with the successful fight by the people of San Francisco to keep their cable trams. Equally significant is Bendigo's success in getting government money (a further sum has recently been voted for track upkeep) and in overcoming official reluctance to a museum-type tramway running on public roads. With Bendigo as an example, it will be easier for others to submit proposals for street running and to suggest that other cities such as Lisboa

should, similarly, keep sections of street tramway with tourist potential. Bendigo has also scored a world "first" with the accolade of a royal visit (by Prince Charles in October 1974) and as such deserves the highest praise.

Our only reservation, inevitably, concerns Bendigo's wish to keep every tram for itself, irrespective of whether it is required for operation. At first the Bendigo Trust justified this by saying that the State Electricity Commission had promised every Bendigo tram to other organisations, but the SEC had already pruned its list of applications and had offered Bendigo five cars, an ample number for the service proposed. Bendigo then pointed to the fate of some of the Ballarat trams put on outdoor display in country towns and already vandalised, but in October 1972 the mayor of Bendigo in a press interview let the cat out of the bag when he said that Bendigo's tourist tramway could not become a big tourist attraction unless it was unique. Bendigo claims today that it has the only remaining Birney cars in service anywhere in the world, which is incorrect (several of the sixteen Birneys in US museums operate regularly) and that it will be unique in the world in having all of the cars that existed at the time of closure. Duplication of exhibits is regarded as a questionable practice in professional museum circles, and the duplicate trams could do a better publicity job for Bendigo as working exhibits elsewhere.

# Bibliography

There is an abundant bibliography on the Victorian provincial tramways, and the principal works are as follows:

**The Ballarat tramways,** and **The Bendigo tramways,** two separate booklets by K. S. King. Out of print at the publisher, but copies remain at the Adelaide Museum (AETM Sales Dept, GPO Box 2012, Adelaide). Cost 75c each plus postage.

**By Birney to Golden Square** by Brian Andrews, published 1974 by Southern Cross Traction, PO Box 92, Kensington Park, South Australia 5068. Cost $A3.60 plus postage.

**Bendigo's talking trams,** by Jan-Werner Hente, published 1973 by the Bendigo Trust, PO Box 333, Bendigo, Victoria 3550 at $1.00 plus 25c postage.

**Ballarat's tramway preservation project,** 12-page folder issued 1973 by the Ballarat Tramway Preservation Society, PO Box 632, Ballarat, Victoria 3350, cost 20c. Other BTPS publications were listed on page 340 of our October 1972 issue.

**Trolley Wire,** published six times yearly by SPER, PO Box 103, Sydney, New South Wales 2001 on behalf of seven museum organisations and costing 65c per issue.

**Above:** Re-opening day on the Bendigo Tramway, December 9 1972, with bogie car 25. (D. Menzies



**Centre:** Birney 30 turning from Bridge Street into Nolan Street, on the North Bendigo section, on July 1 1973. (P. Nicholson

**Below:** Cars 25 and 19 pass in Pall Mall, Bendigo, on January 29 1973. The preserved route passes through the central business district, as this view shows. Cars 25 and 19 (as well as Birneys 28 and 30) have been painted in the Bendigo's Trust's red - and - white livery, based on the early 1900's colour scheme of the Electric Supply Company of Victoria. (P. Nicholson

## THE TRAMWAY MUSEUM SOCIETY OF VICTORIA LTD

The Tramway Museum Society of Victoria aims to form an operable, representative collection of the various types of tramcar and tramway equipment that have served the people of Melbourne and the Victorian provincial cities.

A museum to house the vehicles is under construction at Bylands, 50km along the Hume Highway between Pretty Sally and Kilmore, and is open for public inspection every Sunday and on most public holidays from 11.00 to 17.00. Several electric trams are displayed, and visitors may ride in a horse tram, the only horse drawn tram operating in Australia. It was built in 1888 as a Melbourne cable trailer, and has been restored to represent one of the Zoological Gardens horse cars.

The Society is a non-profit organisation and derives its income principally from donations, subscriptions and the sale of publications, etc. Donations of two dollars and over are income tax deductable. All enquiries should be sent to The Secretary, The Tramway Museum Society of Victoria Ltd, Box 4916, Mail Exchange, Melbourne, Victoria 3001, Australia.



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