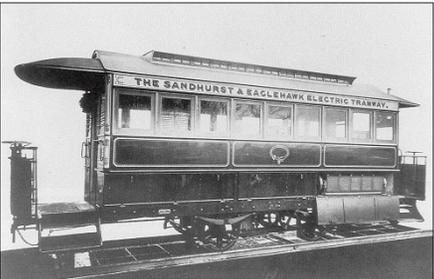




Other trams in the Bendigo Fleet

The status of the trams in the list below are one of the following:

- A. In storage
- B. Being restored/awaiting restoration
- C. On static display at the tramways
- D. On loan or lease to other tramways

Tram Number:	Historic and technical details:
<p style="text-align: center;">#2 Maximum Traction Bogie Tram</p> <div style="text-align: center;">   </div> <p><small>At the tram depot - 1975.</small></p>	<p><u>Status:</u> In storage</p> <p><u>History:</u> This tram first operated in Melbourne as Hawthorn Tramways Trust #20. With the formation of the Melbourne and Metropolitan Tramways Board, it became M&MTB # 126. It was sold to the SECV Geelong Tramways in 1947 to become #34. Upon the closure of the Geelong Tramways in 1956, the tram was transferred to Bendigo where it became #2.</p> <p><u>Builder:</u> Duncan & Fraser, Adelaide, South Australia (1916) for the Hawthorn Tramways Trust as #20.</p> <p><u>Technical Information:</u> Trucks - Brill 22E. Motors - 2 X 65 hp GE 201. Controllers - GE B23E. Braking - hand brakes and air operated manual-lapping valves. Weight - 16.0 tonnes. Length - 13.59 metres.</p>
<p style="text-align: center;">#3 Single Truck Battery Tram</p> <div style="text-align: center;">   </div> <p><small>Builder's photograph - 1889.</small></p>	<p><u>Status:</u> Undergoing restoration at the main depot.</p> <p><u>History:</u> Tram services using these trams commenced in June 1890 but because of the inefficiency of the battery trams, the entire system was abandoned in September 1890 and the assets sold to the Bendigo Tramway Company Limited.</p> <p><u>Builder:</u> Brush Electrical Engineering Company Limited, Loughborough, United Kingdom (1889) for the Sandhurst and Eaglehawk Tramway Company Limited (S&ETCo Ltd) as #3.</p> <p><u>Technical Information:</u> The trams were powered by a single motor, with a wheel operated controller located on each platform. Braking was obtained by the use of a hand brake also located on each platform.</p>

#4
Maximum Traction
Bogie Tram

BENDIGO TRAMWAYS



At the tram depot - 1976.

Status: In storage

History: This tram first operated in Melbourne as Hawthorn Tramways Trust #14. With the formation of the Melbourne and Metropolitan Tramways Board, it became M&MTB # 120. It was sold to the SECV Geelong Tramways in 1947 to become #33. Upon the closure of the Geelong Tramways in 1956, the tram was transferred to Bendigo where it became #4.

Builder: Duncan & Fraser, Adelaide, South Australia (1916) for the Hawthorn Tramways Trust as # 14.

Technical Information: Trucks - Brill 22E. Motors - 2 X 65 hp GE 201. Controllers - GE B23E. Braking - hand brakes and air operated manual-lapping valves. Weight - 16.0 tonnes. Length - 13.59 metres.

#5
Maximum Traction
Bogie Tram

BENDIGO TRAMWAYS



At the tram depot - March 2006.

Status: In storage

History: This tram first operated in Melbourne as Prahran and Malvern Tramways Trust #26. With the formation of the Melbourne and Metropolitan Tramways Board, it became M&MTB #26. It was sold to the SECV Geelong Tramways in 1948 to become #36. Upon the closure of the Geelong Tramways in 1956, the tram moved to Bendigo where it became #5.

Builder: Duncan & Fraser, Adelaide, SA (1913) for the Prahran and Malvern Tramways Trust as #26.

Technical Information: Trucks - Brush 22E. Motors - 2 X 65 hp GE 201. Controllers - GE B23E. Braking - hand brakes and air operated manual-lapping valves. Weight - 16.0 tonnes. Length - 13.56 metres.

#6
Single Truck
Tram

BENDIGO TRAMWAYS



At the tram depot - 1975.

Status: In storage and partly dismantled in preparation for restoration as M&MTB #110

History: Originally built as California Combination tram #4 for the Hawthorn Tramways Trust. Sold by the M&MTB to The Electric Supply Company of Victoria, Ballarat tramways in the 1930s and became #25. Converted to Ballarat style one-man configuration at Ballarat during the 1930s. Transferred to Bendigo in 1960 in exchange for Bendigo bogie tram #1.

Builder: Duncan & Fraser, Adelaide, South Australia (1916) for the Hawthorn Tramways Trust as #4.

Technical Information: Trucks - Brill 21E 7' 6". Motors - 2 X 45 hp Westinghouse 225. Controllers - WH TIF. Braking - hand brakes and air operated manual-lapping valves. Weight - 12.0 tonnes. Length - 9.7m.

**#7
Single Truck
Tram**

BENDIGO TRAMWAYS



At the tram depot - 2001.

Status: On static display at the main depot.

History: Electric Supply Company tram retired in 1930s and used as part of a residence at North Bendigo. Early in 2000, the body was transferred to the main depot, stripped of any structural additions, cleaned and put on display in order to alert visitors to the Museum of the condition a number of the exhibits have been in before restoration. This was the fourth ESCV tram to be rescued by The Bendigo Trust.

Builder: Duncan and Fraser, Adelaide, South Australia (1903) - for the Electric Supply Company of Victoria, Bendigo Tramways as #7.

Technical Information: Trucks - Brill 21E (6 feet wheel base). Motors - 2 X 25 hp Westinghouse 26. Controllers - Westinghouse. Braking - hand brakes and controller operated electrical brakes. Weight - 10 tonnes. Length - 9.4 metres.

**#7
Single Truck
Tram**

BENDIGO TRAMWAYS



Nolan Street - 1975.

Status: In storage

History: This tram was built as California Combination tram #76 for the Prahran and Malvern Tramways Trust. Sold to the ESCV Ballarat Tramways in the 1930s where it became #19. Converted to Ballarat style one-man configuration at Ballarat. Transferred to Bendigo in 1960 along with Ballarat #25 in exchange for Bendigo bogie #1. This tram was restored to the livery first used when it arrived in Bendigo.

Builder: Meadowbank Manufacturing Company, Sydney, New South Wales (1915) for the Prahran and Malvern Tramways Trust as #76.

Technical Information: Trucks - Brill 21E 6' 6". Motors - 2 X 45 hp WH 225. Controllers - WH TIF. Braking - hand brakes and air operated manual-lapping valves. Weight - 11.0 tonnes. Length - 9.43 metres.

**#8
Single Truck
Tram**
(See pic overleaf)

Status: On static display at the main depot awaiting completion of restoration.

History: 1 of 4 surviving bodies of the 12 1903 Brill cars at the time restoration commenced. Heavily rebuilt on two occasions before withdrawal – represents significant technological changes and design improvements to the original 1903 design. The 1913 alterations are represented in this [image of ESCV #5](#), while the 1947 rebuild is represented in this [image of ESCV \(later SECV\) #9](#). The last of 2 surviving 1903 Brill cars to operate on a regular basis on the Bendigo Tramways, #8 was

BENDIGO TRAMWAYS



At the tram depot - 2005.

decommissioned in 1947.

#8 is the only tram to carry the number 8 on the Bendigo Tramways from 1903 to the present – all other 1903 Brill trams have had their road numbers allocated to replacement trams therefore making number 8 tram unique to Bendigo.

It was the first tram acquired by The Bendigo Trust – significant in that it helped generate great public support for the cause to retain the trams in Bendigo. View the tram after rescue: [Image 1](#) [Image 2](#)
Restoration of this tram to its 1903 configuration commenced in 2001.

Builder: Duncan and Fraser, Adelaide, South Australia (1903) - for the Electric Supply Company of Victoria, Bendigo Tramways as #8.

Technical Information: Trucks - Brill 21E (6 feet wheel base). Motors - 2 X 25 hp Westinghouse 26. Controllers - Westinghouse. Braking - hand brakes and controller operated electrical brakes. Weight - 10 tonnes. Length - 9.4 metres.

#11 Single Truck Tram

BENDIGO TRAMWAYS



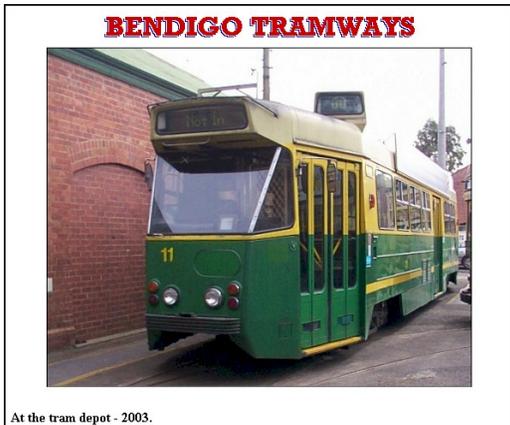
At the tram depot - 2001.

History: This tram was built new by J G Brill and Co., Philadelphia, USA in 1923 for the Melbourne Electric Supply Company (MESC), operators of the Geelong Tramways, Victoria, Australia. While in Geelong, it operated as #14 and was transferred under SECV ownership to Bendigo in 1949, where it became #11. In 1968, the SECV assessed damage to the tram after an accident with an automobile. Upon inspection, it was found that the side bearers of the tram body had spread, and the centre bearers had been severely distorted because of the impact. Repairs of this nature required costly engineering work and with the closure of the tramway being imminent, it was decided to place Car 11 in storage on 6 road until the cessation of SECV services in 1972. Work commenced on the restoration of this tram in 1975 and it returned to service in 1986, being painted in the 1950s SECV livery. This tram and its sister #15 are unique among Birney trams as they are the only known Birneys to have **longitudinal seating**.

Builder: J. G. Brill & Co, Philadelphia, USA, 1923 - for Melbourne Electric Supply Co (Geelong Tramways) as #14.

Technical Information: Imported in kit form, assembled at Geelong and entered service as MESC #14. Trucks - Brill 79E1 (8 feet wheel base). Motors - 2 X 25 hp GE264. Controllers - GE K63G. Braking - hand brakes, air operated and dead-man equipped. Weight - 7 tonnes. Length - 8.54 metres.

**#11
Four Motor
Tram**



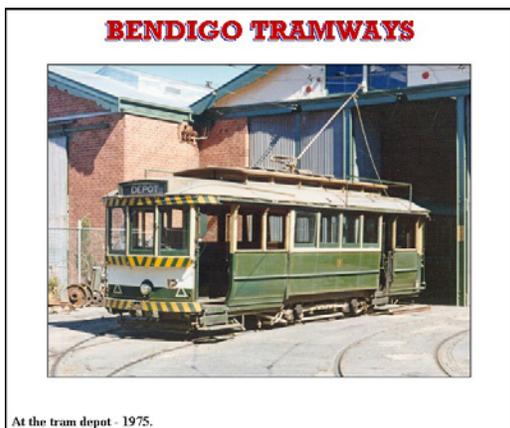
Status: In storage

History: Entered service in Melbourne, Victoria in 1977. Retired from Glenhuntly depot November 2002. Donated to the Bendigo Tramways by M Tram, Melbourne. Arrived in Bendigo December 2002.

Builder: COMENG, Dandenong, Victoria, Australia (1977) for the Melbourne & Metropolitan Tramways Board as Z1 11.

Technical Information: Trucks - ASEA. Motors - 4 X ASEA LJB 23/2 57kW. Controllers - ASEA Tramiac. Braking - dynamic. disk and emergency track shoes. Length - 16.60 metres.

**#12
Single Truck
Tram**



Status: In storage and body dismantled in preparation for restoration as HTT #1

History: The tram operated in Melbourne as Hawthorn Tramways Trust California combination tram #1 and later as Melbourne and Metropolitan Tramways Board #107. Sold to ESCV Bendigo in 1930 and numbered #19 - [the monochrome image](#) depicts the tram soon after its arrival and conversion to a one-man tram. This was the first of the ex-Melbourne trams to arrive in Bendigo. In 1935, with the arrival of additional trams from Melbourne, the tram was renumbered as #12. It was converted to Bendigo style one-man configuration during the 1930s.

In 1962, the tram was withdrawn from service by the SECV because it was "black-banned" by the Bendigo Branch of the the ATMOEA. The tram was considered by the ATMOEA to be in poor condition and not suitable for traffic. It languished at the rear of #3 road for many years - mainly being used as a "sleeping" car for the night shift personnel!

In March 1962, the M&MTB Footscray system closed and the ATMOEA used the deterioration of #s 12 and 16 as a reason to agitate for the acquisition of the retired Footscray trams. The SECV put the case that the Footscray trams would not be compatible at Bendigo and did not pursue this option - the SECV being keen to divest itself of the tramways at Ballarat and Bendigo.

Prior to the cessation of services by the SECV, the tram was trialled as a 'spare' because a number of the birneys had been withdrawn due to accident damage. During its trial trip in service, it was found that the motor cases scrapped along the cobble stones in Pall Mall when the tram was fully loaded and was thus withdrawn. SECV maintenance records indicate that the wheels fitted to this car were near life-expired and

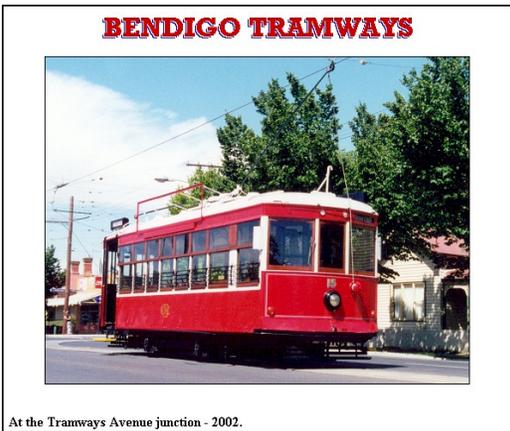
instead of scrapping the tyres, they were "trimmed" (SECV maintenance terminology) in order to obtain a "cheap" temporary fix.

The tram was made fully operational by The Bendigo Trust in 1975 and did run on special occasions without passengers from time-to-time until work commenced on it restoration back to HTT #1 in the late 1970s. During the mid-to-late 1980s, the truck and motors received a complete overhaul (even though the original wheel sets were retained) and the body was dismantled in preparation for restoration. Work was suspended and the tram was transported to the Gas Works depot where it is in storage awaiting restoration to continue.

Builder: Duncan and Fraser, Adelaide, South Australia (1916), for the Hawthorn Tramways Trust as #1.

Technical Information: Trucks - Brill 21E. Motors - 2 X 45 hp WH 225. Controllers - WH TIF. Braking - hand brakes and air operated manual-lapping valves. Weight - 12.0 tonnes. Length - 9.43 metres.

**#15
Single Truck
Tram**



Status: In storage

History: The history of this tram is similar to #11. While in Geelong, it operated as #15 and was transferred under SECV ownership to Bendigo in 1948, where it became #15.

In 1959 this tram was involved in an accident with an automobile. Because of the extensive damage, the SECV decided to de-register the tram and use it for spare parts for the remaining Birney trams. In 1975, work commenced on the restoration of the tram as Melbourne Electric Supply Company - Geelong Tramways #15. Initially, most of the work was concentrated on the truck, with the installation of re-profiled wheels, reconditioned motors and brake rigging, so that the tram would be able to move under its own power once again.

The tram has been restored in the Melbourne Electric Supply Company (MESCC) - Geelong livery of the 1920s and is available for use as a Talking Tram.

Builder: J. G. Brill & Co, Philadelphia, USA, 1923 - for Melbourne Electric Supply Co (Geelong Tramways) as #15.

Technical Information: Imported in kit form, assembled at Geelong and entered service as MESCC #15. Trucks - Brill 79E1 (8 feet wheel base). Motors - 2 X 25 hp GE264. Controllers - GE K63G. Braking - hand brakes, air operated and dead-man equipped. Weight - 7 tonnes. Length - 8.54 metres.

#18
Maximum Traction
Bogie Tram

BENDIGO TRAMWAYS



At the tram depot - 2006.

Status: In storage

History: This tram first operated in Melbourne as Prahran and Malvern Tramways Trust #45. With the formation of the Melbourne and Metropolitan Tramways Board, it became M&MTB #45. It was sold to the SECV Bendigo Tramways in 1951 to become #18. The tram was converted to one-man operation in 1952, but because of union 'work-to-rules' measures, did not operate as a one-man tram. Because of its ability to be used as a one-man tram when carrying large charter groups, #18 became the second maximum traction bogie tram to be painted in [The Bendigo Trust livery](#) during 1974.

In 1980 work commenced to [completely rebuild the tram](#) so that it was more suitable for charter groups. This work was completed in 1983.

In 2001 the tram was painted in a gold [livery to commemorate the 150th celebrations for the discovery of gold in Victoria](#). It operated in Ballarat as the Ballarat Tramways #45 from then until its return to Bendigo in 2005. The tram has since been re-painted and now operates in the AAPT corporate livery.

Builder: Duncan & Fraser, Adelaide, South Australia (1914) for the Prahran and Malvern Tramways Trust as #45.

Technical Information: Trucks - Brush 22E. Motors - 2 X 65 hp GE 201. Controllers - BCC RC2. Braking - hand brakes and air operated self-lapping valves. Weight - 17.0 tonnes. Length - 13.56 metres.

Photo: Doubleday, W (2002) **Trolley Wire No 285 Vol 42. No. 2**, Sutherland, NSW: South Pacific Electric Railway Cooperative Society Ltd. 1

#20
Single Truck
Tram

BENDIGO TRAMWAYS



Tramways Avenue and McCrae Street corner - 1989.

Status: In storage

History: The early history of this tram is similar to #19, except it operated in Melbourne as M&MTB #187. When in operational condition, the tram is available for hire and will be restored to SECV 1972 configuration.

In 1966, the tram was withdrawn from service by the SECV because it was "black-banned" by the Bendigo Branch of the the ATMOEA. The tram's body was in poor condition and considered to be unsuitable for traffic.

The tram was made fully operational by The Bendigo Trust in 1975 and had run on special outings from time-to-time. It now sits at the Gas Works depot awaiting an armature replacement and other minor works before it will again be roadworthy.

Builder: Duncan and Fraser, Adelaide, South Australia (1917) for the Hawthorn Tramways Trust.

Technical Information: Trucks - Brill 21E 7' 6". Motors - 2 X 50 hp GE 202. Controllers - GE K36. Braking - hand brakes and air operated manual-lapping valves. Weight - 12.0 tonnes. Length - 10 metres.

**#22
Single Truck
Tram**



At the tram depot, Gold Centenary - 1951.

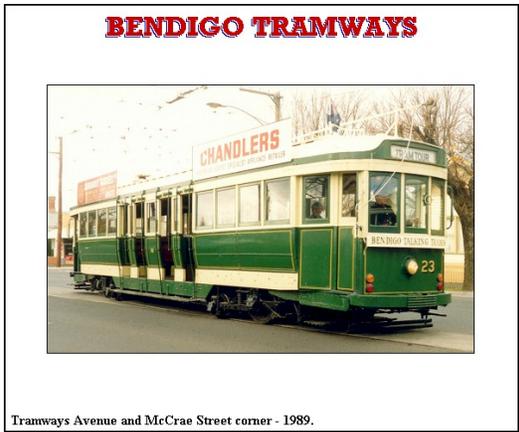
Status: In storage and awaiting restoration

History: Car 22 arrived in Bendigo from Melbourne in 1936. It was unique to Bendigo as it was the only single truck tram of this design to operate here. The tram saw little use as it was unpopular with passengers because of its high steps. Crews did not like the tram either, because it was rough riding when travelling at speed. The tram was scrapped in 1956 and the body was used by a Bendigo resident as a wood shed. In 1995, the tram was eventually retrieved and placed in storage for future restoration.

Builder: James Moore & Son (1920) - for Fitzroy Northcote and Preston Tramways Trust as #3.

Technical Information: Entered service in Melbourne under the ownership of the Melbourne and Metropolitan Tramways Board. Trucks - Brill 21E (7 feet 6 inches wheel base). Motors - GE202. Controllers - GE K36. Braking - hand brakes and air operated. Weight - 11.7 tonnes. Length - 10.6 metres.

**#23
Maximum Traction
Bogie Tram**



Tranways Avenue and McCrae Street corner - 1989.

Status: In storage

History: This tram first operated in Melbourne as Hawthorn Tramways Trust #17. With the formation of the Melbourne and Metropolitan Tramways Board, it became M&MTB # 123. It was sold to the SECV Bendigo Tramways in 1945 to become #23.

Builder: Duncan & Fraser, Adelaide, South Australia (1916) for the Hawthorn Tramways Trust as #17.

Technical Information: Trucks - Brill 22E. Motors - 2 X 65 hp GE 201. Controllers - GE K36. Braking - hand brakes and air operated manual-lapping valves. Weight - 16.0 tonnes. Length - 13.59 metres.

**#26
Maximum Traction
Bogie Tram**

BENDIGO TRAMWAYS



Bridge Street - 2001.

Status: In storage

History: This tram first operated in Melbourne as Hawthorn Tramways Trust #29. With the formation of the Melbourne and Metropolitan Tramways Board, it became M&MTB # 135. It was sold to the SECV Bendigo Tramways in 1947 to become #26. On 16th April 1972, this was the last tram to travel from the Borough of Eaglehawk to the City of Bendigo.

Builder: Duncan & Fraser, Adelaide, South Australia (1917) for the Hawthorn Tramways Trust as #29.

Technical Information: Trucks - Brill 22E. Motors - 2 X 65 hp GE 201. Controllers - GE K36. Braking - hand brakes and air operated manual-lapping valves. Weight - 16.0 tonnes. Length - 13.89 metres.

**#28
Single Truck
Tram**

BENDIGO TRAMWAYS



At the tram depot - 2005.

Status: In storage and awaiting a wheel re-profile.

History: Car 28 was one of 4 trams which reintroduced trams to the streets of Bendigo in December 1972. Initially the tram operated in its former SECV livery and in 1974 the tram was painted in [the livery of The Bendigo Trust](#).

#28 was built new by J G Brill and Co., Philadelphia, USA in 1925 for the MTT. While in Adelaide, it operated as #304 and was purchased by the SECV for the Geelong Tramways in 1936 where it operated as #28. It transferred under SECV ownership to Bendigo in 1947, as #28.

This Birney and #29 was available for service right up to the cessation of SECV tram services, and was often used as a decorated tram for special occasions. The tram was the last tram to return to the tram depot upon cessation of SECV tramways operations on 16th April, 1972.

#28 and #30 were the mainstay of weekend Talking Tram services in the first decade of operation by the Bendigo Trust. With the increase in patronage on the tramway, the tram now serves as a backup unit to the larger cars. Easter Monday in particular sees the Birneys operating as a double header with the larger service cars.

Builder: J. G. Brill & Co, Philadelphia, USA, 1925 - for Municipal Tramways Trust, Adelaide, South Australia as G 304.

Technical Information: Entered service as MTT #304. Trucks - Brill 79E1 (8 feet wheel base). Motors - 2 X 25 hp GE264. Controllers - GE K63G. Braking - hand brakes, air operated and dead-man equipped. Weight - 7 tonnes. Length - 8.54 metres.

#32
Maximum Traction
Bogie Tram

BENDIGO TRAMWAYS



In Weeroona Avenue - March 2006 - Mal Rowe photo.

Status: On loan to the Hawthorn Tramway Museum, Melbourne as an exhibit in the heritage fleet collection.

History: This tram first operated in Melbourne as Hawthorn Tramways Trust #32. With the formation of the Melbourne and Metropolitan Tramways Board, it became M&MTB # 138. It was sold to the SECV Bendigo Tramways in 1945 to become #24.

The tram was repainted in the [MMTB livery of 1945](#) during 1975.

The tram has been cosmetically restored as Hawthorn Tramways Trust #32. In March 2006, the tram was on loan in Melbourne as part of the heritage fleet.

Builder: Duncan & Fraser, Adelaide, South for the Hawthorn Tramways Trust as #32.

Technical Information: Trucks - Brill 22E. Motors - 2 X 65 hp GE 201. Controllers - GE K36. Braking - hand brakes and air operated manual-lapping valves. Weight - 16.0 tonnes. Length - 13.89 metres.

#122
Maximum Traction
Bogie Tram

BENDIGO TRAMWAYS



Tramways Ave and McCrae Street corner - 1989.

Status: In storage

History: The history of this tram is similar to #2, only it operated in Melbourne as Hawthorn Tramways Trust #16 and later as M&MTB #122. The tram was sold to the SECV Geelong tramways in 1947, where it became #32 and in 1956 with the closure of that tramway, the tram was transferred to Bendigo where it became #3. In 1975 the tram was painted in the chocolate and cream livery of the M&MTB.

Builder: Duncan & Fraser, Adelaide, South Australia (1916) for the Hawthorn Tramways Trust as #16.

Technical Information: Trucks - Brill 22E. Motors - 2 X 65 hp GE 201. Controllers - GE B23E. Braking - hand brakes and air operated manual-lapping valves. Weight - 16.0 tonnes. Length - 13.59 metres.

#302
Single Truck
Tram

(See photo overleaf)

Status: Undergoing overhaul at the Hargreaves Street Depot.

History: The history of this tram is similar to #28. While in Adelaide, it operated as #302 and was purchased by the SECV for the Geelong Tramways in 1936 where it operated as #29. It transferred under SECV ownership to Bendigo in 1947, as #29.

Car 29 had been promised to the [Australian Electric Transport Museum](#) (AETM) at Saint Kilda, South Australia by the Victorian Government Minister for Fuel and Power. When it came time for the AETM

BENDIGO TRAMWAYS



Central Deborah Gold Mine terminus - circa 1990.

personnel to collect the tram from Bendigo in October 1972, a blockade of the tram Depot by the Mayor and citizens of Bendigo prevented its release. As a face saving measure for the Government and its Minister, a compromise was reached with regard to Birney #29, and Birney #27 was restored as a replacement tram. As history would have it, the outcome of the dispute was a win-win for all concerned; Bendigo was able to keep the entire fleet as it existed at the time of the cessation of SECV services, Adelaide eventually received an ex-Port Adelaide Birney, the Government and its Minister were happy, because the promise had been kept, and most of all a historically significant tram which had been scrapped in 1956 had been restored to full working order.

In 2003 through the kind co-operation of the AETM, #27 (303) returned from Adelaide for several weeks to participate in the Bendigo Electric Tramways Centenary celebrations. During this time Bendigo witnessed the gathering of all Australian birney trams for the celebrations.

In 1981, #29 was restored to its former MTT 'G' class livery and has operated in Bendigo as #302 ever since.

Builder: J. G. Brill & Co, Philadelphia, USA, 1925 - for Municipal Tramways Trust, Adelaide, South Australia as G 302.

Technical Information: Entered service as MTT #302. Trucks - Brill 79E1 (8 feet wheel base). Motors - 2 X 25 hp GE264. Controllers - GE K63G. Braking - hand brakes, air operated and dead-man equipped. Weight - 7 tonnes. Length - 8.54 metres.

#441 Four Motor Tram

BENDIGO TRAMWAYS



Weeroona Avenue - 2004.

Status: On loan and in service at Perth Electric Tramway Society (PETS), Whiteman Park, Western Australia.

History: The tram was painted during M&MTB operation to commemorate the 150th anniversary of the founding of the State of Victoria, and still retains this livery.

Builder: Melbourne & Metropolitan Tramways Board Preston Workshops (1927) for the Melbourne and Metropolitan Tramways Board.

Technical Information: Originally built as a W2 class tram. Trucks - MMTB No 1. Motors - 4 X 40 hp MV101. Controllers - GE K35JJ. Braking - hand brakes and air operated self-lapping valves. Weight - 17.6 tonnes. Length - 14.59 metres.

**#456
Four Motor
Tram**

BENDIGO TRAMWAYS



Tram depot entrance - circa 1988.

Status: In storage

History: Purchased by The Bendigo Trust in September 1988. Has operated in Melbourne as part of the Moomba Tram Cavalcade.

Builder: Melbourne & Metropolitan Tramways Board Preston Workshops for the Melbourne and Metropolitan Tramways Board as W2 456.

Technical Information: Originally built as a W2 class tram. Trucks - MMTB No 1. Motors - 4 X 40 hp MV101. Controllers - GE K35JJ. Braking - hand brakes and air operated self-lapping valves. Weight - 17.6 tonnes. Length - 14.59 metres.

Bus Number:

**#17
Hino Bus**

BENDIGO TRAMWAYS



At the tram depot - 2001.

Historic and Technical Details:

Status: In storage

History: Single deck Hino bus #17 entered service new in Bendigo in 1972 and began its first route work on the evening of 16th April 1972 - the very evening the electric tramway completed its last day of operation as Bendigo's principal urban transport utility.

The bus was donated to The Bendigo Trust by the original owner (B M Walker bus services) when #17 was decommissioned. The bus serves as a symbol of the transition from trams to buses in Bendigo. During the early years of ownership by the Bendigo Tramways, #17 also served a practical purpose because it stood in as an emergency vehicle on those occasions when the tramway was unable to operate because of power failures etc.