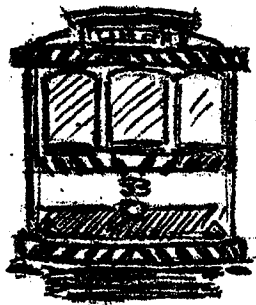
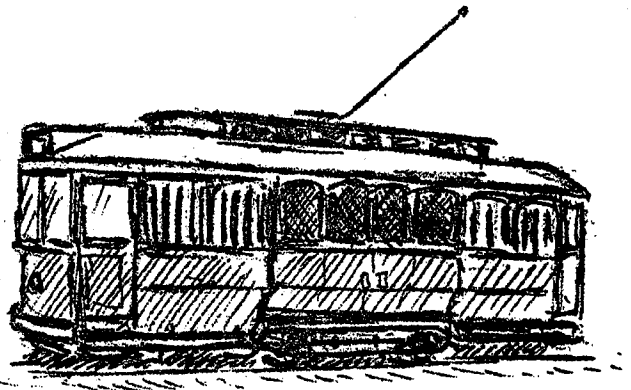
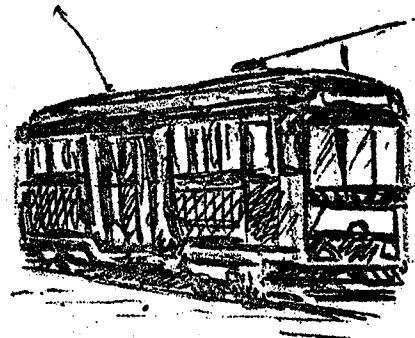


THE



BALLARAT

TRAM



BALLARAT

INTRODUCTION

Later this year the Ballarat tramway system will close. This is no ordinary tramway system though, like the Melbourne or the former Brisbane systems. It is an operating museum straight out of the 1930's. It could have been closed in 1931, 1941, 1951 or 1961, but no, it has survived until 1971 and will mean that many old trams which probably would have been scrapped years ago, are to be preserved. It is because of this fact and that no detailed historical notes on the system are available at the moment that we have produced this booklet.

Tentative Closure Dates

Victoria Street and Drummond St. North --- 22nd August 1971
Mt Pleasant and Sturt St West --- 5th September 1971
Lydiard St. North and Sebastopol --- 19th September 1971

NOTE Drummond St North will remain open for depot workings only from the 22nd August till final closure 19th September 1971.
Ballarat Tramway Preservation Society (B.T.P.S.)

This Society aims to keep three miles of track around Lake Wendouree as an operating museum, similar to S.P.E.R. (at Loftus) except that the cars will run on the present trackage in the street.

Acknowledgements

"History of Ballarat Tramways. 1887 - 1953" by the late W. Jack.
"Destination Eaglehawk" by K.S. Kings, Traction Publications.
Various issues of "Electric Traction"
Various issues of "Tram Tracks"
Information supplied by the State Electricity Commission of Victoria.

Published by North Sydney B.H.S. Railway Club, July 1971.

For further information, write to:- (please enclose a S.A.E.)

Mr A. Weston, 12 Mary St Longueville N.S.W. 2066 or

Mr Geoff Clark, 51 Richardson St., Lane Cove N.S.W. 2066.

BALLARAT

THE HORSE TRAM ERA

In 1885 Ballarat City Council applied for an Order-in-Council for the construction of tramways in its area, and this was granted in 1886. A cable tramway was considered but when this was found to be too expensive, the council granted the concession for a horse tram service to Mr Edward Thompson of Adelaide.

Six miles of track were constructed along the following routes:- Sturt Street from Grenville Street to the Gardens via Sturt Street West; Ripon Street and Wendouree Parade to Gardens; Lydiard and MacArthur Streets to the lake; Armstrong and Skipton Streets to Rubicon Street, Drummond Street South to Skipton and Darling Strs.

The first rail was laid on the 18th October 1887 and six weeks later, on the 21st December 1887 the official opening took place. Six trams ran from the City to the Gardens.

Five acres of land were purchased on the northern side of Lake Wendouree and a depot and stables built.

The trams running were of Stevenson, American pattern, built by Duncan and Fraser of Adelaide and assembled at the Wendouree Depot. These cars were 22 feet in length (2 were 24 feet) and their tare weight was $3\frac{1}{2}$ tons. They were painted chocolate & yellow and were drawn by 3 horses.

In 1888, Booth Ellson and Co. were "installing" battery operated trams in Bendigo. East Ballarat Town Council approached the company concerning a similar installation in East Ballarat, but, although conditions were favourable the proposal was not proceeded with, and it was not until 1905, that electric tramways were extended to East Ballarat.

The tram services supplied in the main were $\frac{1}{4}$ hourly from Grenville Street to Ripon Street; $\frac{1}{2}$ hourly either way round the lake to the Gardens; $\frac{1}{2}$ hourly in Lydiard and MacArthur Streets; the Ballarat South services were every 20 minutes, via Skipton Street and along Drummond Street South a single deck car ran a $\frac{1}{2}$ hourly shuttle service.

BALLARAT

It is interesting to note, that in those days the outbound trams used the northern side of Sturt St while the south side track was used by city bound trams.

The Rubicon St service was extended to Queen St, Sebastopol in April 1893. At first, a lot of opposition to this extension was offered, but this was later overcome and the trams went through every 20 minutes from 7.30 am until 10.00 pm.

The depot lay in South Sebastopol and was destroyed by fire together with 13 horses on the 9th October 1909. Yet another depot existed at Darling Street, Ballarat South until 1905 when it was moved to Sebastopol.

A battery tramcar underwent trials in Drummond St South on 12th October 1888. It operated successfully and was taken into the city three days later to be tried on the steep grades at the east end of Sturt St. Although it negotiated these quite well nothing eventuated.

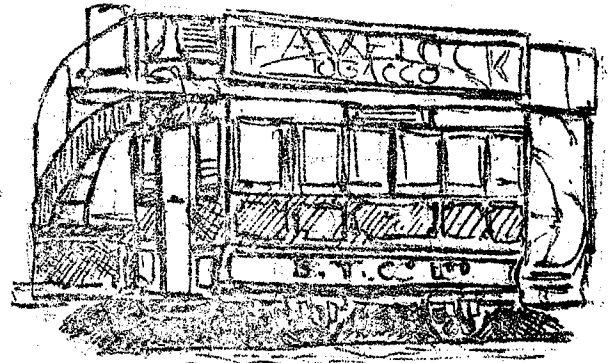
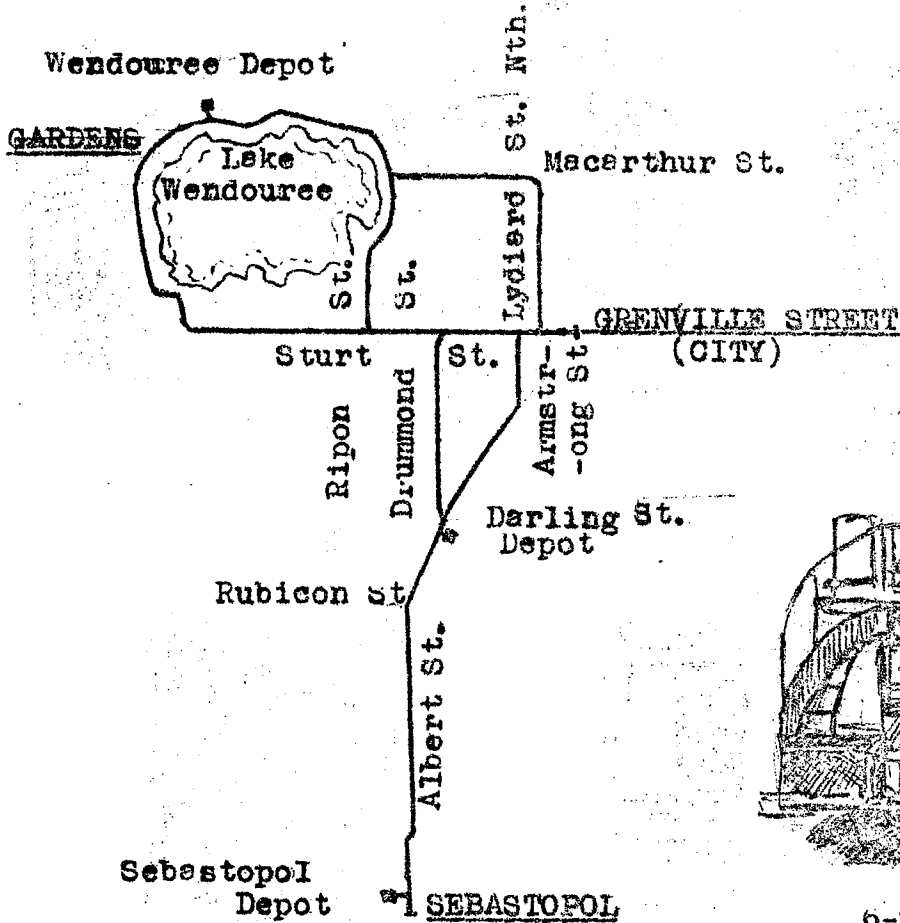
There were 18 horse trams altogether, all except one being double deckers. The exception was the single deck saloon car used on the Drummond St South shuttle service until 1906 or 1907. It was in use again from 1909 on the shuttle service from Rubicon St to Sebastopol pending completion of electrification. Eight of the horse cars were retained in Ballarat for use as electric trailers, five were sent to Bendigo for the same purpose and five were destroyed in the Sebastopol Depot fire in 1909.

ELECTRIC TRAMS

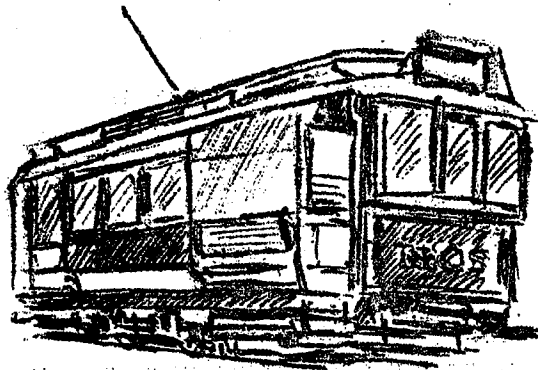
The Electric Supply Company of Victoria Limited, which purchased the electricity undertaking at Ballarat also purchased the horse tramways in 1903.

Electric trams first ran in Ballarat on the 18th August 1905. 12 cars were available, this number was gradually increased to 20 in 1906 and to 23 in 1912.

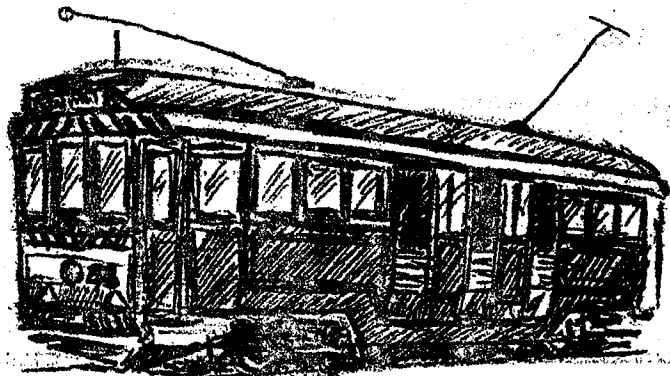
BALLARAT
HORSE
TRAMWAYS



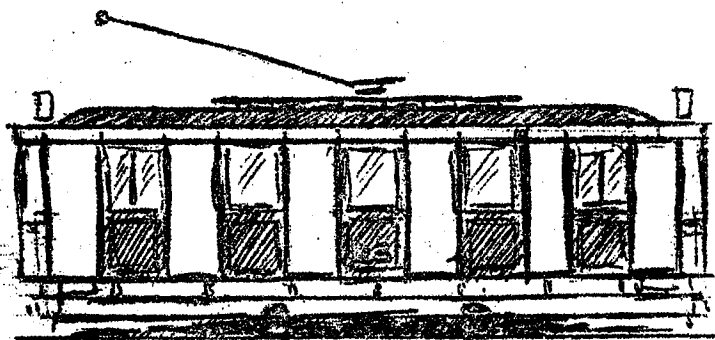
6-window double-deck
horse-car



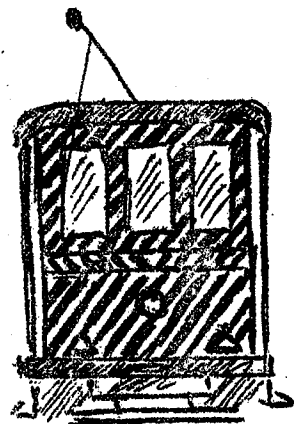
Ex-Sydney "C" class tram
as converted to a combin-
-ation car in Ballarat.



Bogie car No. 43



"Sebastopol" crossbench car No. 23,
later converted to a scrubber car
These trams, Nos. 21-23 were always
used on the Sebastopol line, mainly
to Rubicon Street only.



The Scrubber Car,
ex No. 23

BALLARAT

The routes available for traffic on the opening day were as follows:-

Grenville Street (City)	to	Gardens via Sturt St West
"	"	to Gardens via Ripon St.
"	"	to Gregory St in Lydiard St North.
"	"	to Stawell St in Victoria St
"	"	to Gladstone St, Mt Pleasant
"	"	to MacArthur St via Drummond St North.

The original electric tram fleet consisted of 18 single truck cars numbered 1-18

Nos. 1,4,6, and 10-18 were straight-sill open combination cars. It has often been stated that these cars were rebuilt from 12 of the old horsecars, however it is possible that they were actually converted from Sydney cable trailers. These cars seated 32 passengers.

The other cars were six small ex-Sydney saloon cars purchased in February 1905. Nos 2,7,9, were the Sydney experimental electric cars Nos. 1-3 while the other three, Nos. 3,5,& 8 were former Sydney "C" class cars.

The conversion of all these trams required heavy rebuilding by Duncan & Fraser and they could almost be considered as new trams! All the 18 cars were equipped with new Brill 2LE trucks and driven by 2 x 30 hp. motors controlled by Westinghouse 90 M controllers, except No 7, which had Westinghouse T.I.F.. Tare weight of the cars was approximately 10 tons.

In 1906 two summer cars were built by Duncan & Fraser and received Nos. 19 and 20. They were open cross seaters (toastracks) and carried 40 passengers seated. They were equipped with Peckham trucks, 2 x 35 hp. motors and WH 90 M controllers. The weight was 10 tons,

Eight of the former horse cars were used as trailers behind the electric cars for some time after electricification. One continued until about 1935 to be used as a bicycle trailer for shift men who cycled to the Depot. The trailer car was towed into the City behind a passenger tram near the end of shifts, and returned behind another tram to the Depot with the bicycles of the afternoon shift.

BALLARAT

A horse tram shuttle service ran for several weeks from Barkly and Main Streets to the Mt Pleasant terminus at Gladstone Street pending completion of the overhead wiring. Considerable local pressure caused the company to continue the track to the present location at Cobden St.

Stores were conveyed from the Power Station stores department by means of an ex-horse car truck drawn by an electric car. A spur which ran from the Ripon Street line into the Power Station yards (Wendouree Parade frontage) for this service was finally pulled up around 1937.

Horse trams still ran in Skipton Street to Sebastopol and along Drummond Street South to Darling Street. From 1907 two electric trams ran to Darling Street from the City, (via Drummond St South) giving a 15 minute service, and during 1911 the electric system advanced to Rubicon St with a tram every 20 minutes. The horse line in Skipton Street was eliminated in 1909 but for some years afterwards a single horse tram ran between Sebastopol and Rubicon Street where passengers changed trams.

It was not until 14th April 1913 however that electric trams finally ran through to Sebastopol. The old 60 lb rails had not been replaced with a heavier rail during conversion and much of the original rails are still in use today.

In 1912 three large semi-closed crossbench trams were purchased from Duncan & Fraser and these were the only electric trams to run in Ballarat which were entirely new. They had "Brush" trucks equipped with 2 x 38 hp. motors, and Thompson & Houston B 49CC controllers. These three cars were numbered 21,22,23, and were known as the "Sebastopol" type, They seated 40 people and had a weight of 10½ tons.

In 1907 an English sprinkler car built by Brush, was imported. It was used up to 1918 and then stored outside the depot until 1925, when it was scrapped.

BALLARAT

From 1913 all trams except 19 & 20 were fitted with weather shields. This necessitated the alteration of the old "goose-neck" brake handles, which pretruded beyond the apron of the cars, for inside use.

During 1913 the "fare-box" one man system of operation came into use on all trams except for the crossbench cars, nos. 19-23.

About 1924 the tramways purchased their first and only bus. It was an "International" with a rear end loading and purchased second hand from a Mt Pleasant operator. It was first used on the Mt Pleasant run and later on the Victoria St run, but was not used after 1926.

Initial negotiations between the company and the State Electricity Commission regarding the SEC's acquisition of the company took place in 1923, but the franchise of the Electricity Supply Company of Victoria Ltd. did not expire until 1931. Although the Commissions main business was electricity generation and transmission and distribution, it intimated that, if necessary, it would include the tramways at Ballarat and Bendigo in its purchase of the Company, even though it did not consider itself a tramway operator, and, at the time, was not vested with power to operate the tramways.

Under Agreement-Under-Seal dated 17th November, 1929, and ratified by Parliament in December, 1929, in the S.E.C. (Ballarat and Bendigo Purchase) Act No. 3826, the Commission purchased the Companys undertakings as at 1st July, 1931. The date of expiry of the franchise was altered to 30th June, 1934. During the intervening period, the Commission was to supervise the operations of the Company. Parliament passed an Act giving the Commission power to operate tramways, and further detailing their protection from competitive bus operators.

During 1932 and 1933, the Commission conducted a detailed investigation into the condition of the tramways (and also those at Bendigo and Geelong, which were included in the above arrangements).

BALLARAT

Ballarat's electric tramway system was nearly 30 years old, and required quite a deal of attention to track, overhead, and rolling stock. The costs and advantages of rehabilitating the system, compared with alternative methods of transport, were probed, and it was decided to reconstruct the system to a reasonable standard, which would assure adequate street transportation for the next 15 years. At this time, the route mileage was 13.1; there were 1.3 miles of double track, and the number of miles expressed as single track, including loops was 15.3 miles.

The Commission estimated that approximately \$200,000 would need to be spent on track and overhead reconstruction, and, that by "rerouting" and elimination of some routes, 3 miles of track could be abandoned. However the Commission was unable to gain the requested alterations. Work commenced on the rehabilitation of the tramway system in October, 1934.

The first section to be done was the south track in Sturt Street from Lydiard Street to Pleasant Street and then back to the start on the northern side. This meant sleeperring the whole system and packing the ties with stone ballast. Much of the old grooved rails were replaced with 80lb 'T' rails, with an angle strip bolted on the inside to form the groove. During this work a parking loop was added at the bottom of Sturt Street. The work of treating all routes took about three years.

Following local pressure, the Lydiard Street North line was extended from Gregory Street to Norman St, a distance of 45.5 chains. This was opened on 28th August 1937 and the first car over the section was No. 32.

Back in 1930, the two open summer cars, - Nos. 19 and 20 were withdrawn. Later the same year the company decided to scrap Nos. 10, 15, 18, 19, 20, and these were replaced by 5 single-truck trams purchased from Melbourne. These were open end combination cars of the M&MTB 'M' class and received Ballarat Nos. 24 - 28.

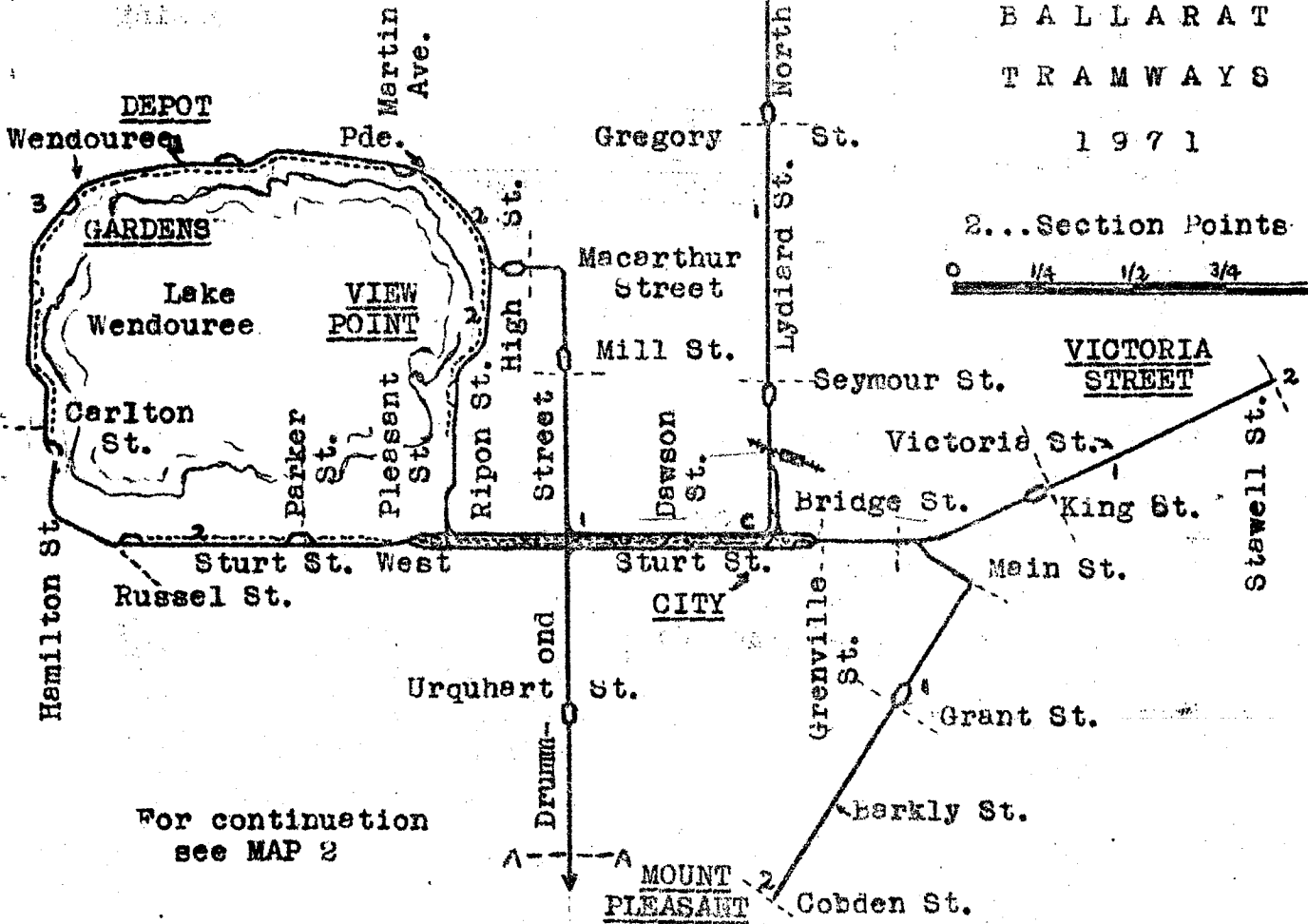
M A P 1

LYDIARD ST. NORTH

BALLARAT
TRAMWAYS

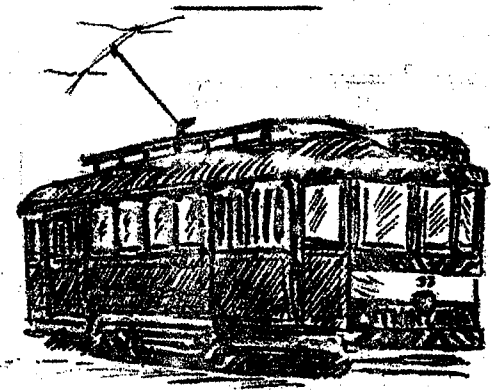
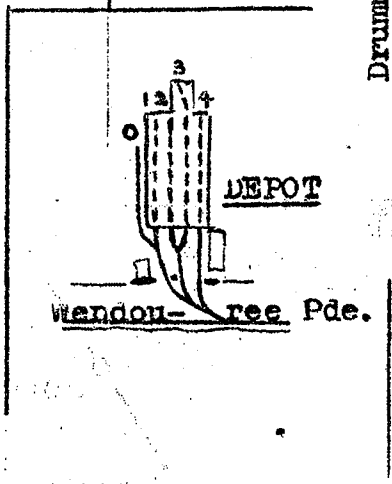
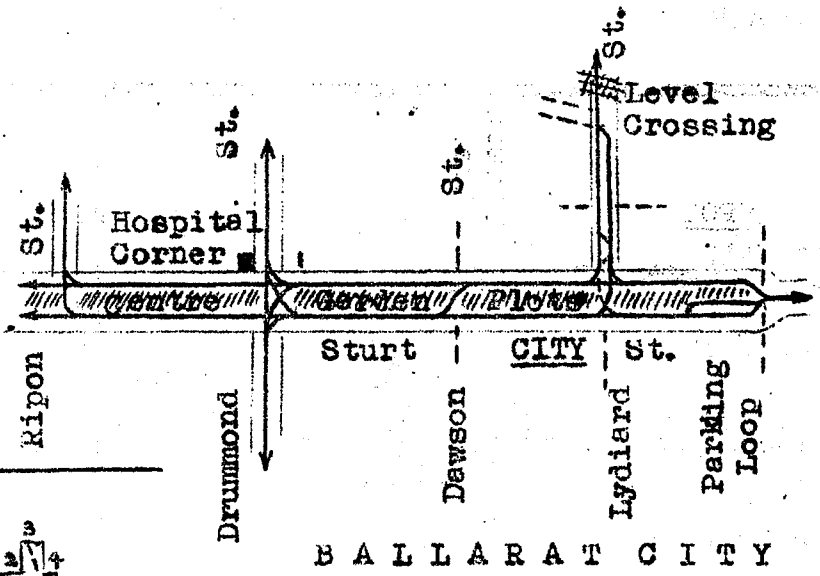
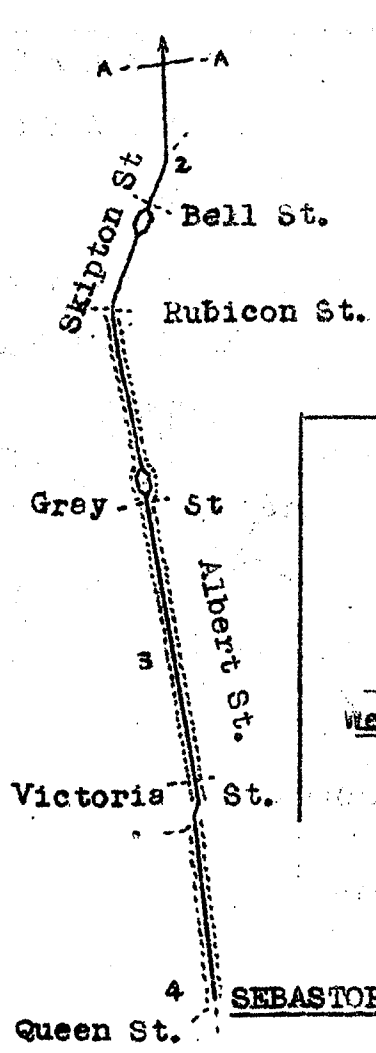
1971

2...Section Points



For continuation
see MAP 2

M A P 2



Single-track car No. 33

BALLARAT

The next few years saw the end of Nos. 2,4,5,6,7,8,9,11,13,& 14. These were replaced by a further batch of five similar trams from Melbourne, which were numbered 16, 18, 19, 20, and 29. At first the ten ex-Melbourne trams were not altered and were painted the old company's color scheme:- red with yellow rocker panels. The green and cream color scheme, with cream rocker panels was introduced on No. 27 in March 1935, while the present green and cream colors appeared on No. 16 about April 1946.

One of the closed crossbench cars, No. 23 was converted to a carborundum scrubber and track cleaning car in 1934 and is still in service.

In 1935 the last of the old company cars on the passenger roster, Nos. 1, 3, 12, 17, were withdrawn. These were replaced by four more cars from Melbourne, which received Nos. 30 - 33 and four from Geelong (which originated from Melbourne) and which were numbered 11 - 14. All these cars were of the same type and arrived during 1935 and 1936.

Another combination car, though with straight sill and semi enclosed ends arrived from Melbourne in 1936 and was numbered 22. With no more single truck cars surplus in Melbourne, the S.E.C. then purchased 3 single truck open combination cars from Adelaide. These arrived in December 1937 and were numbered 21 - 23.

By 1938 all cars except Nos. 22, 23 & 29 had been converted for one man operation. The conversion consisted basically, of the rebuilding of the trams to saloon cars, with entrances through the drivers compartment at the ends of the cars.

Meanwhile on the 29th August, 1937, in connection with the opening of the Lydiard Street North extension a system of "through-routing" was inaugurated, eliminating the City terminus at Grenville Street for all but short working cars. These routes were:-

Victoria Street

Mt Pleasant

Lydiard Street North

Lydiard Street North

to Gardens via Sturt Street West.

to Sebastopol

to Rubicon Street.

BALLARAT

City to View Point.

City to Sturt Street West.

A basic service of 20 minutes frequency was adopted for all but the View Point line.

"Forest City" trolley wheel operated color light signals were introduced in Bridge Street and on the Victoria Street and Mt Pleasant routes in 1937. The Lydiard St. North, Sebastopol and Gardens routes were done the following year. The only line not equipped with the color light signalling was the View Point line from Sturt Street to MacArthur Street via Ripon Street.

During the war, the trams were one man operated before 11.00am and after 8.00pm, but from the 8th April, 1946, conductors were provided at all times.

Ex-Adelaide car No 22 collided with an army truck on 28th July 1944. At first it was decided to rebuild it, but when the M&MTB offered their 'C' class maximum traction bogie cars for sale, the decision was made to scrap the four-wheeler and purchase the bigger car. The first "bogie" entered service on the 28th October, 1945 and received the Ballarat No. 22 (the fourth tram to do so!!!). A second bogie car, No. 15 entered service on the 14th December, 1945.

Two further bogies arrived in 1947 being numbered 34 & 35. With the four bogie cars in service two of the old four-wheelers, Nos 23 & 29 were rarely used. No. 29 was last used in March 1948 and was scrapped in September 1950. No. 23, however lasted a little longer. During the Gold Centenary Celebrations, (1851-1951) it ran, painted gold-bronze and fitted with a pick and silver spade and other decorations. It's last run was on the 20th August 1951 and was scrapped in April 1952.

Three further bogie cars arrived from Melbourne during 1951 and were numbered 38 - 40. These additional cars made room at the depot somewhat crowded so it was decided to lay track on the western side of the depot building. This was completed in March 1954 and was numbered 0 road.

BALLARAT

Partial one-man operation was again introduced in October 1952 and accordingly bogie car No 38 was outshopped for one-man operation in February 1953. However as union rules forbade one-man operation of large bogie tramcars (and double-deck buses!?!), the car has never seen service as a one-man vehicle.

With the closure of the S.E.C.'s tramway system in Geelong in 1956 three bogie trams (originally ex- M&MTB) were transferred to Ballarat. These cars received Nos. 41 - 43 and single truckers, Nos. 16 & 24 to be scrapped in 1956 and 1957 respectively. Quite a quantity of per-way material and spares were also received.

During the late 50's the rolling stock at Ballarat consisted of 17 single truck trams and nine bogie cars. As Ballarat had a sufficiency of the former and Bendigo was short of this type, two single truck cars, Nos. 19 & 25 were transferred to Bendigo and one bogie car, No. 37 from Bendigo replaced them. This move took place in 1960.

Due to poor street lighting and much single track the trams are very vulnerable to being struck by motorists. Four tail lights appeared on the trams in the early fifties and white reflective tape was applied to the aprons and bumpers in 1956. More recently the trams gained their distinctive green & yellow "zebra" stripes and reflectorised triangles at either end.

BALLARAT 1971

Today trackwork is in fairly bad condition - travelling on the reserved track on the Sebastopol line for instance there is a distinct impression of travelling along the dirt surround of the rails rather than the rails themselves. The cars, though, well maintained are all more than 50 years old and were due for replacement many years ago. Single truck cars provide the basic service with the bogie cars only running on Weekdays. On Weekdays there is a basic service frequency of 20 minutes from 6am to 6pm and then 30 minutes frequency from 6pm to about 11pm.

BALLARAT

BALLARAT FLEET LIST

Electric Supply Co. of Victoria - Cars
Single truck combination cars

No.	Re'ced Ball't	Purchased from	Withdrawn Trucks	Motors
1	1905-06		1935 Brill 21E	2 x 30hp
2	1905	NSWGT (ex Experi.)	1932 Brill 21E	2 x 30hp
3	1905	NSWGT (ex C class)	1935 Brill 21E	2 x 30hp
4	1906		1932 Brill 21E	2 x 30hp
5	1905	NSWGT (ex C class)	1934 Brill 21E	2 x 30hp
6	1905-06		1932 Brill 21E	2 x 30hp
7	1905	NSWGT (ex Experi.)	1934 Brill 21E	2 x 30hp
8	1905	NSWGT (ex C class)	1931 Brill 21E	2 x 30hp
9	1905	NSWGT (ex Experi.)	1931 Brill 21E	2 x 30hp
10	1905-06		1930 Brill 21E	2 x 30hp
11	1905-06		1931 Brill 21E	2 x 30hp
12	1905-06		1935 Brill 21E	2 x 30hp
13	1905-06		1931 Brill 21E	2 x 30hp
14	1905-06		1931 Brill 21E	2 x 30hp
15	1905-06		1930 Brill 21E	2 x 30hp
16	1905-06		1933 Brill 21E	2 x 30hp
17	1905-06		1935 Brill 21E	2 x 30hp
18	1905-06		1930 Brill 21E	2 x 30hp

Single truck crossbench cars

19	1906		1930 Brill 21E	2 x 35hp
20	1906		1930 Brill 21E	2 x 35hp
21	1912		1935 Brush	2 x 38hp
22	1912		1935 Brush	2 x 38hp
23	1912		1934* Brush	2 x 38hp *
--	1906-07	Water Sprinkler Car	1918 Brush	2 x 38hp

* Converted by the S.E.C. in 1934 to a Track cleaner/scrubber car and is still in service as such.

NSWGT = New South Wales Government Tramways

Experi. = Sydney Experimental electric cars, Nos. 1 - 3.

BALLARATBALLARAT FLEET LISTState Electricity Commission Cars.
Single Truck Combination Cars.

No.	R'ced	Ball't	Purchased from	Withdrawn	Remarks
2nd	11	1935-36	Geelong (ex 28)		
2nd	12	1935-36	Geelong (ex 27)		
2nd	13	1935-36	Geelong (ex 30)		
2nd	14	1935-36	Geelong (ex 29)		
2nd	16	1931	M&MTB (ex J 82)	1956	
29		1931	M&MTB (ex J 73)		Renumbered 2nd 17, 1935
2nd	18	1931	M&MTB (ex H 69)		
2nd	19	1931	M&MTB (ex J 76)	1960	To Bendigo
2nd	20	1931	M&MTB (ex B 89)	1970	Accident, scrapped
2nd	21	1937	MTT (ex A 10)		
3rd	22	1937	MTT (ex A 92)	1944	Accident, scrapped
2nd	23	1937	MTT (ex A 69)	1951	
24		1937	M&MTB (ex M 108)	1957	
25		1937	M&MTB (ex M 110)	1960	To Bendigo
26		1937	M&MTB (ex M 111)		
27		1937	M&MTB (ex M 116)		
28		1937	M&MTB (ex M 113)		
2nd	22	1936	M&MTB (ex R 152)	1948	Renumbered 2nd 29, 1938
30		1935	M&MTB (ex M 183)		
31		1935	M&MTB (ex M 184)		
32		1935	M&MTB (ex M 186)		
33		1935	M&MTB (ex M 189)		
<u>Maximum Traction Bogie Cars</u>					
34		1947	M&MTB (ex D 137)		
35		1947	M&MTB (ex N 124)		
2nd	15	1945	M&MTB (ex D 132)		Renumbered 36, 1953
4th	22	1945	M&MTB (ex N 117)	1955	Renumbered 37, 1951 Accident, scrapped.
2nd	37	1960	Bendigo		
38		1951	M&MTB (ex E 41)		Converted to 1-man, 1953

BALLARAT

BALLARAT FLEET LIST

No.	Rec'd Ball't	Purchased from	Withdrawn	Remarks
39	1951	M&MTB (ex E 42)		
40	1951	M&MTB (ex C 35)		
41	1956	Geelong (ex 39)		One man operation
42	1956	Geelong (ex 37)		
43	1956	Geelong (ex 40)		

M&MTB = Melbourne and Metropolitan Tramways Board.

MTT = Municipal Tramways Trust (Adelaide)

All cars marked as purchased from Bendigo or Geelong were originally purchased from the M&MTB.

BALLARAT 1971 (Cont.)

From 6am to 1pm on Saturdays there is a 20 minute frequency, then from 1pm to 11pm there is a 30 minute frequency.

On Sundays trams run on a 30 minute frequency from 1.30pm to 10pm.

ROUTES

Lydiard St. North - Sebastopol

From the Lydiard St North terminus at Norman Street, the line runs up and down several hills before crossing the V.R. at Ballarat Station. Just after this point the line becomes double track which soon afterwards runs into Sturt Street. Here is situated the "City" terminus. Loops are situated at Seymour and Gregory Streets while there is a crossover near where the line turns into Sturt Street. The junction at the corner of Sturt Street and Lydiard St. North was originally double tracked triangular, however, the track leading from the south side of Sturt Street into Lydiard Street North has been cut back.

From the "City" terminus the trams run up Sturt Street in semi-reservation on either side of a wide garden which runs up the centre of Sturt Street.

BALLARAT

At Hospital Corner the trams turn left into the into the single track in Drummond St South, and then, further on into Skipton St. At Rubicon Street the line runs into an open ballast side of the road reservation, on the left hand side of Albert Street. Just past Sebastopol shopping centre at Victoria Street, the line crosses to open ballast reservation on the opposite of the road. Finally the line comes to an end at Queen Street, where very conveniently for tram crews there is a "pub", not ten feet from the end of the line. In Sturt Street there is a crossover at Dawson Street and then on the single track past Hospital Corner, loops at Urquhart Street, Bell Street and Gray Street.

Victoria Street - Gardens

Commences at Stawell Street and runs down Victoria Street into Bridge Street. At Grenville Street the line runs into Sturt Street and becomes double tracked. There is one loop at King Street and a "parking" loop at the bottom of Sturt Street near Grenville Street. Continuing past the "City" terminus and Hospital Corner, the line becomes single track where the Sturt Street centre garden plots end. From here the tramline follows the southern side of Sturt Street West in semi-reservation until about a mile further on when it turns into Hamilton Ave and then into Wendouree Parade. Following the latter Street round the picturesque Lake Wendouree in side of the road reservation the line arrives at the Gardens Terminus. On the return journey the route returns to Sturt Street by way of Wendouree Parade and Drummond St North.

Loops are located at Parker, Russel and Carlton Streets and at the Gardens terminus. Although the line is in semi-reservation at Parker & Russel Streets the loops "spill over" onto the road. When trams cross at these loops a dangerous conflicting movement is set up between the city bound tram and the fast outgoing motorist in Sturt St West. A "parking" loop existed just south of the Gardens terminus - the points for this loop were however removed in 1960.

BALLARAT

Mt. Pleasant - Gardens

Commencing at Cobden Street this route runs down Barkly Street and then via Main; Bridge, and Sturt Streets to the "City" terminus. There is one loop situated at Grant Street. From the City the line runs up Sturt Street to Hospital Corner where it turns right into the single track in Drummond Street North. It follows this street, turns into MacArthur Street and then into side of the road reservation following Wendouree Parade round Lake Wendouree to the Gardens Terminus. From here trams return via Wendouree Parade and Sturt Street West.

Loops are situated at Mill Street, High Street, Martin Avenue, and Barrett Avenue. Near the Gardens Terminus a turnout facing down (outward bound) trams leads into the 5 road depot.

View Point Line

A few years ago the rather infrequent service from the City to View Point was discontinued. This route started at the "City" terminus, ran up Sturt Street past Hospital Corner, then turned right into single track in Ripon Street. The route followed this street and Wendouree Parade to the corner of Wendouree Parade and MacArthur Street where the terminus was located. A loop was located in Wendouree Parade near Victoria Ave, this however was removed and one of the points used for the construction of 'O' road in the depot in 1954. The line remains in use for a few depot workings.