

Before 1937.

Wiring, as far as remembered. The wire from Lydiard St Nth into Sturt St on S.W. corner was not connected to main line trolley wires.

In Victoria St, the double wire from the terminus became single half way down Victoria St hill and one of the double wires went direct to the pole near S.W. corner of the Bridge St & Main Rd junction (over the double Mt Pleasant wires, of course) & The Victoria St trams always used the one wire (Northern one) on both in & out journeys through Bridge St.

The old cut offs (trolley wire) ~~was~~ ^{were} situated opposite Ballarat East P.O. in Main Rd and near Sturt St in the Ripon St line.

Also one in Bridge St east of Peel St.


Regards the Sebastopol type cars No 21, 22, 23.

Under heavy loads the axle boxes continued to break from the truss bar, costing the company as much as £300 per year. The local ^{shed} foreman (Mr C. Hodgson) invented a cap over axle to axle box horns, which proved successful & the idea has since been copied by several different systems.

Out of 26½ miles of cable trolley wires existing in Ballarat ~~before~~ when S.F.C. took over, no fewer than 17¼ miles have been replaced by new wires. (June 1935)

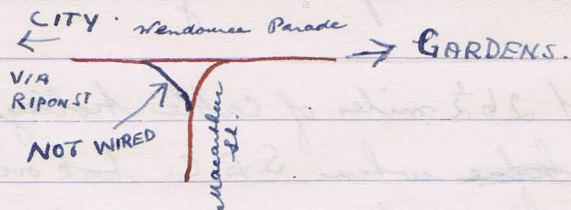
Drummond St Nth line being reconditioned at 19-6-35, employing 67 men, since work began in Oct ³⁴ ~~35~~ work had been given to 156 men.

Centrepoles in Lydiard St Nth, between
Sturt St & Market St (near railway Stn) was
removed on the Monday 19th Feb 1940

At both Victoria St & old Lydiard St Nth
terminals, the single lines ended with
a parallel siding i.e.  Maybe, they
were used for shunting the old trailers or
the sites for further loops if the lines were
extended. Victoria St was to have been
extended to Park Parade, at Caledonian Bridge.
However when Victoria St line was re-
conditioned, the parallel siding was taken
out ^{altogether.} ~~although.~~ With Lydiard St Nth line,
the old parallel siding at Gregory St was also
pulled up in 1937, but a loop was put
some yards further north of Gregory St in the
new section in Lydiard St to Norman St.

During the old Company days, there was some
talk of building a tram line in Humffray St
North to Brown Hill, but nothing came of it.

~~At~~ Before Drummond St Nth line was
reconditioned, there used to be a South west
curve out of Macarthur St in Wendouee Parade (South)
This curve was not wired & curve taken out
about 1936/37.



The first section to have "Forest City" color light signalling was Bridge St to Train Rd junction, then closely followed by Barkly St & Victoria St lines, all in 1937

Drummond St - Gardens } in 1937
Sturt St West - Gardens }

Drummond St Sth - Sebastopol } in 1938
Lydiard St North }

Noticed on 2-1-54. Lake View loop now out of use. West side track unwired.

~~Feb 5.~~

Feb 56. Nth end points removed from View Point loop & reused on new depot siding on 14/2/56. Line completed by 24/2/56. Start made to hang up trolley wire over new siding on Wed. 29/2/56.

Trolley wire removed in paint shop during 1955.

Bridge St tram line being relaid with ex Geelong rail. Cost £400 for labor only. Work started on 4/2/57 & done each night after tram stops.