

SUNDAY

21-10-1951

Outside curve from Main Rd into Barkly St. renewed with 4 lengths of new 96lb rails. Tram N°25 was noticed parked over creek in Barkly Street at 11.40AM. Service cars for Mt Pleasant terminated at city end of curve and passengers had to walk around corner to join N°25. N°35 bogie was the first tram to use & test new rail. About 3.50pm, N°25 went to depot as a special.

This curve is sharpest curve centre line radius of 58 ft

New rails in Victoria St between Main Rd & Humphray Streets Nov-Dec 1952.

Two new lengths of 96lb rail were placed in position in Main Rd, outer curve from Bridge St on Sunday 7th June 1953. Some days later a tram to Mt Pleasant became derailed on curve, owing to a worn inner rail & this rail was replaced with a new 96lb on Sunday 21st June 1953.

From junction points to parking loop points in lower Stuart St, new angle strips were replaced the old worn ones. North side track also treated. 2nd week June 1953

Centre pole standard near Grenville St points (Stuart St) was replaced by a new one on Wed. 24-6-53. New pole is placed 9 feet further west, as old one was placed in a dangerous position for the west bound bogie tramcars. Old pole taken down on Sunday 28th June 1953.

7-11-56 Inside rail flange at $\frac{1}{2}$ of Barkly, Main St cut off and a new flange rail bolted on. N°35 derailed on this curve on 6/11/56.