W A. DOUBLEDAY

~~14/512 GLENFERRIE RD~~

~~4/44 DARLING ST~~

HAWTHORN ~~SEE PAGE~~

PLEASE RETURN TO ABOVE ADDRESS IF FOUND "REWARD"

FIELD BOOK.

No. 641

ARNALL & JACKSON,

390 Barkly Street, Brunswick

In re-ordering please state above No.

~~Ph. 328844~~

BILL KINGSLEY
51 LENNA STREET
EAST [illegible]

BILL KINGSLEY
51 LENNA STREET
EAST BURWOOD
VICTORIA 3151

NOTE BOOK
No. 2

R.T.P.S. 8/72

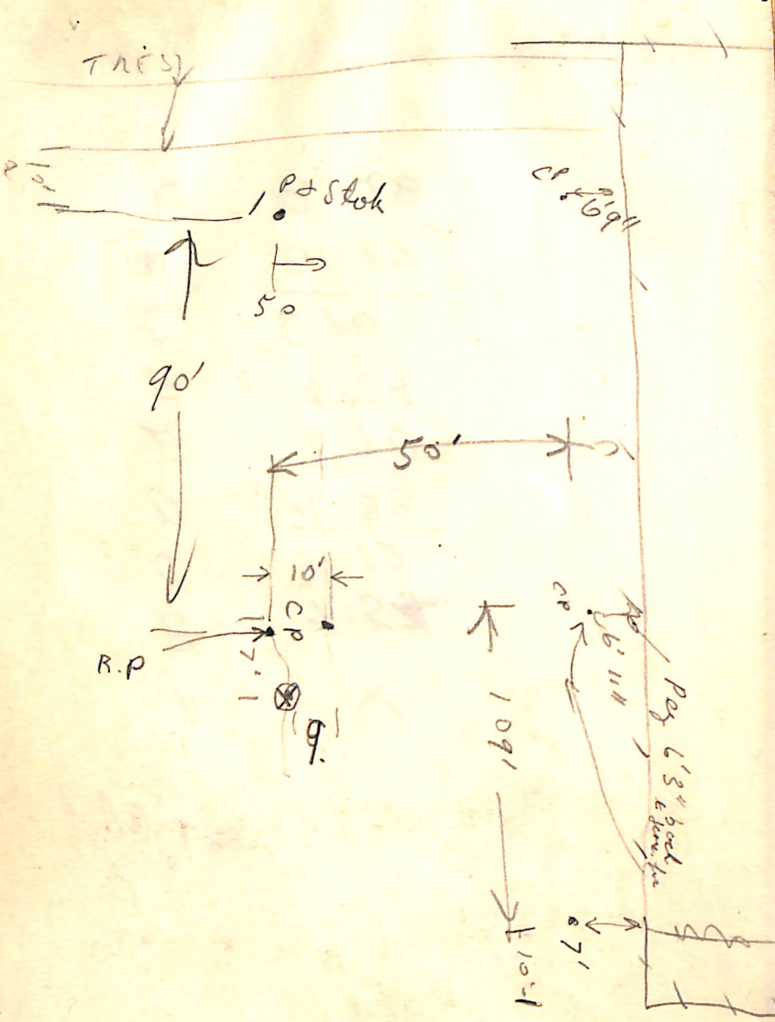
Water at proposed site.

On ground level: 5·61'

~~Level~~ water 12 25

upside down

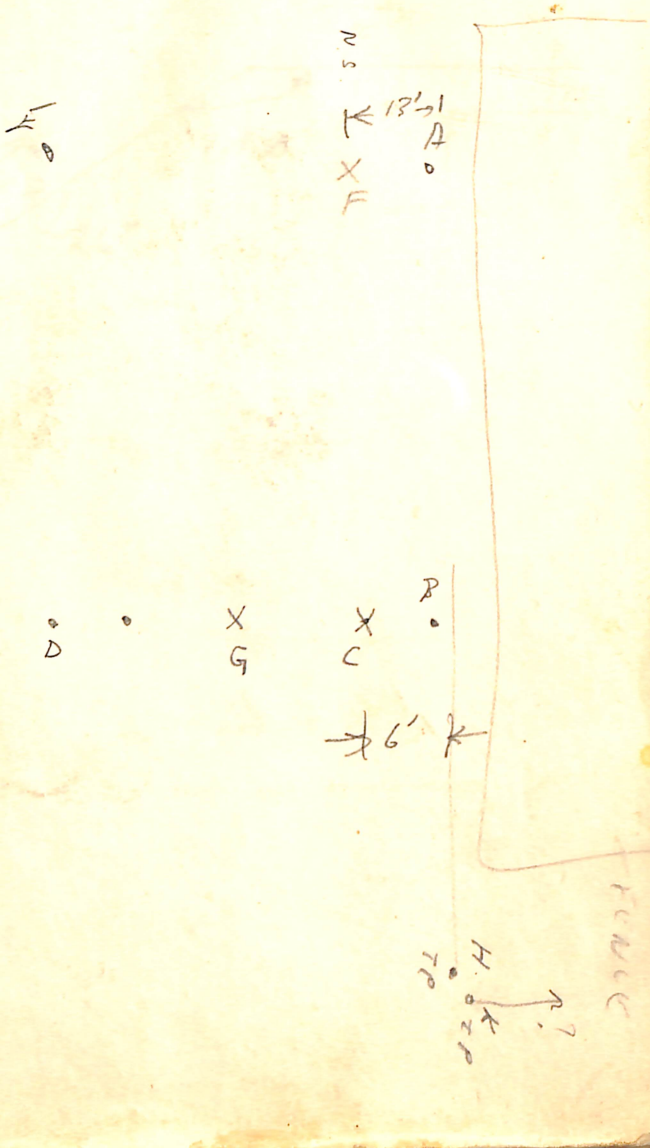
~~water~~ vapour was seen.



LEVEL 2

A	X
B	4.57
C	5.12
D	4.88
E	4.70
F	4.64
G	5.10
H	8.17
K	8.28

≈18" I.D Min CLASS X

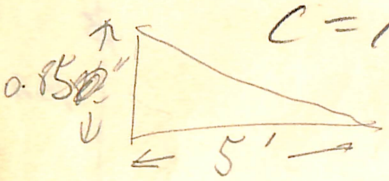


TNP ⇒ ℄ P
~ 13' 5"

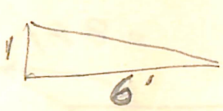
T = 40.21'

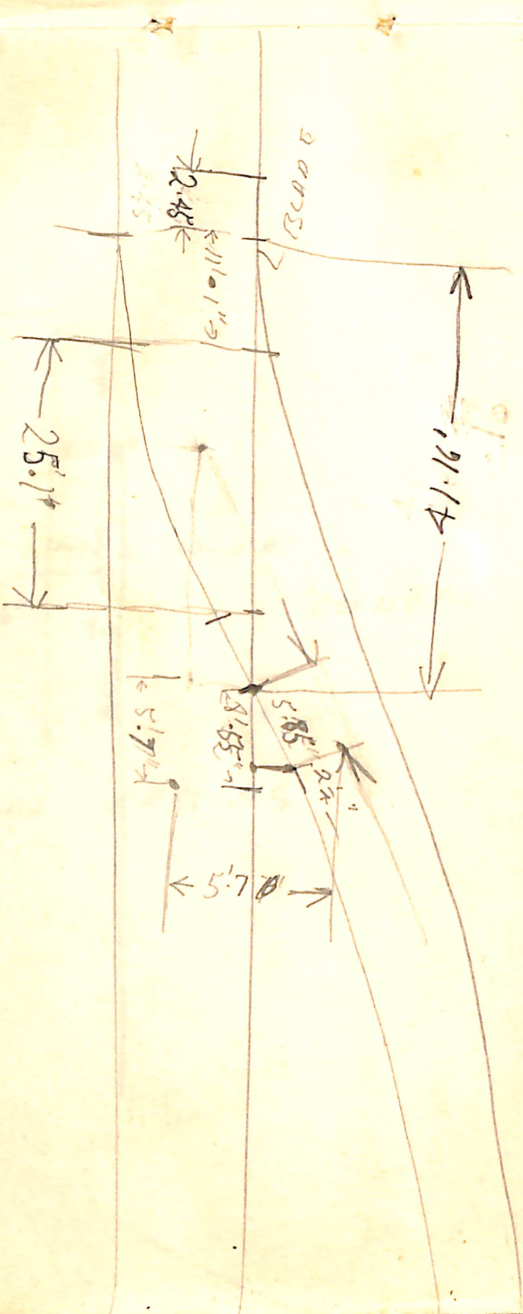
11° 31'

C = 125.18'

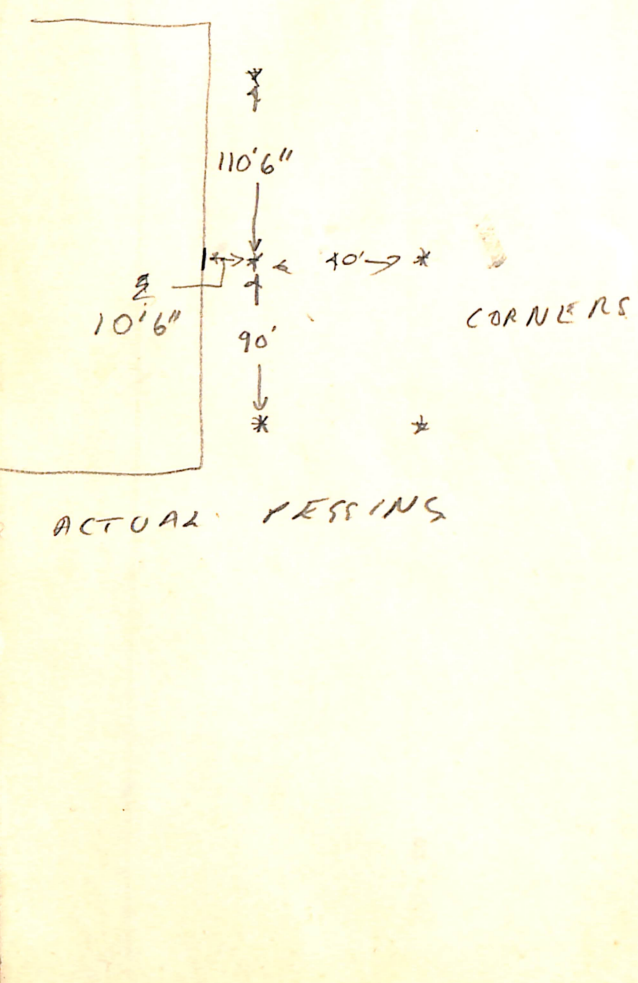


125.18
41.89
83.89





Curve

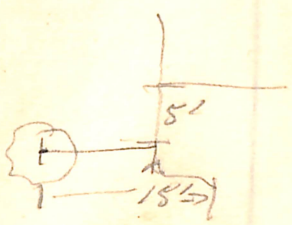


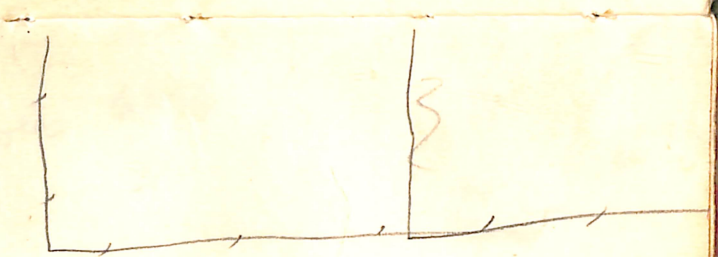
ACTUAL PEGGING

5/15
5/67·5
10/42
27/16
27/69
31/43
Pole 54/36
56/22
74/46 – 20 Radius

5/15
10/42
5/67·5'

Tree dot





43'

ROAD
℄ 10' wide

100

RAD

17'

177'6"

186'6"

81'

POWER

200

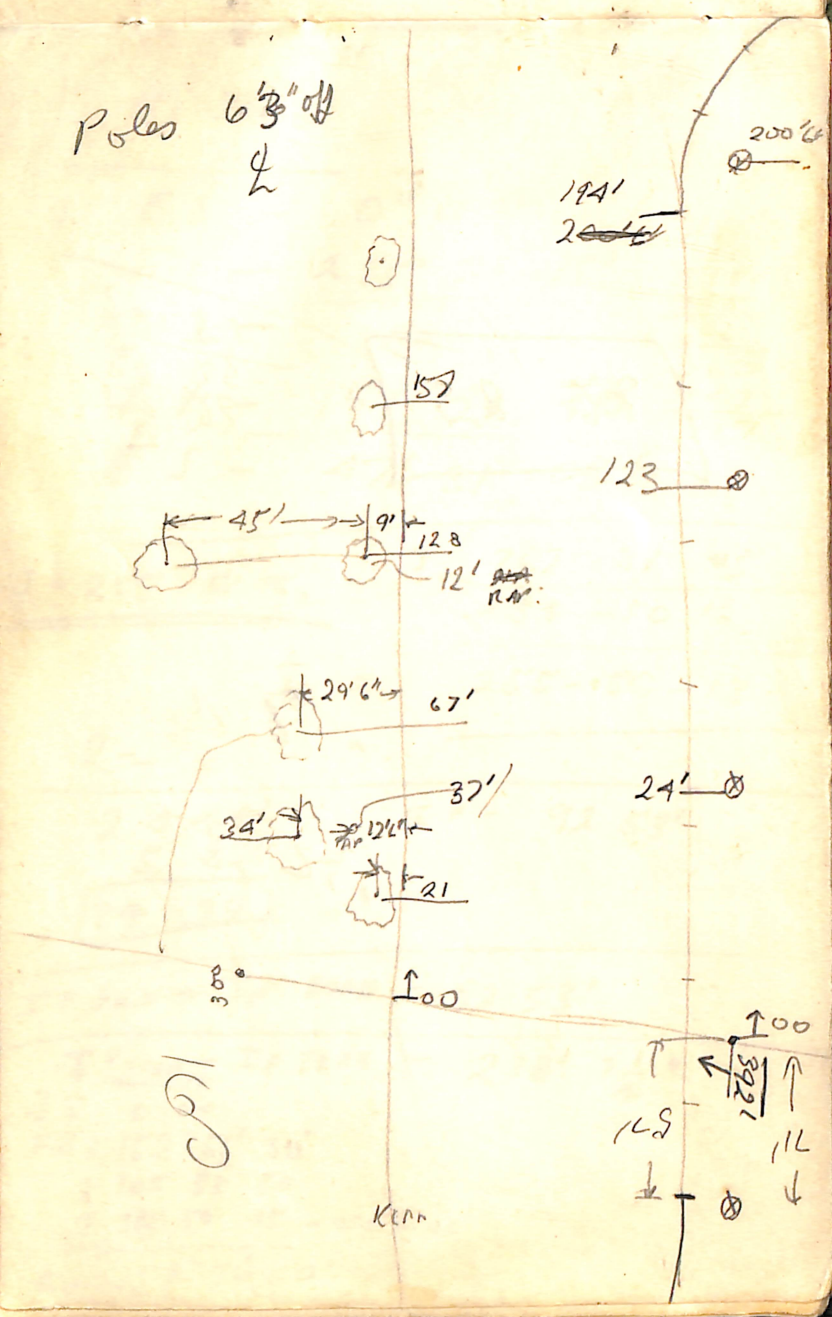
294'6"

54'6"

27'

RAD.

300


Poles 6'3" off
℄
200'
194'
157
123
45'
9'
12'
29'6"
67'
37'
34'
21
24'
100
100
30°
32'
15'
11'
Kerr

8' 7 1/4"

8 1/4"

58.26

58.26
34.25
92.51

I.P. road

1. BS — 0°00'
FS — 255° 51' 15'
BS — "
FI — 151 41 40
BS — 47° 31 05'

I = 255 51 05,

3 | 767 31 05
255 - 50 13

I = 255 - 50 - 13

R =

28.44'
5.95'
34.29

IP - 92.53'

IP, Pank → IP ROAD - 92.53'

IP ROAD — IP PANK - 238' 7 1/4"
curve at PK

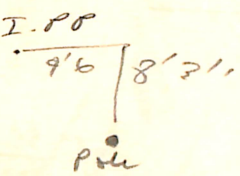
B.S 0-00
F.S 1 152 56' 30"
2 305 53 50
3 98 50 45 → 450 - 50 45

AV 152-56-50"

I.P. PARK-DEPOT FRONT

$181'8\frac{1}{4}''$

Pth to I P Pm.



R = 78'

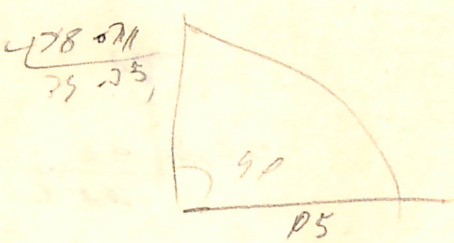
I = 78'

[θ] = 1.36

57.4

1 in 5

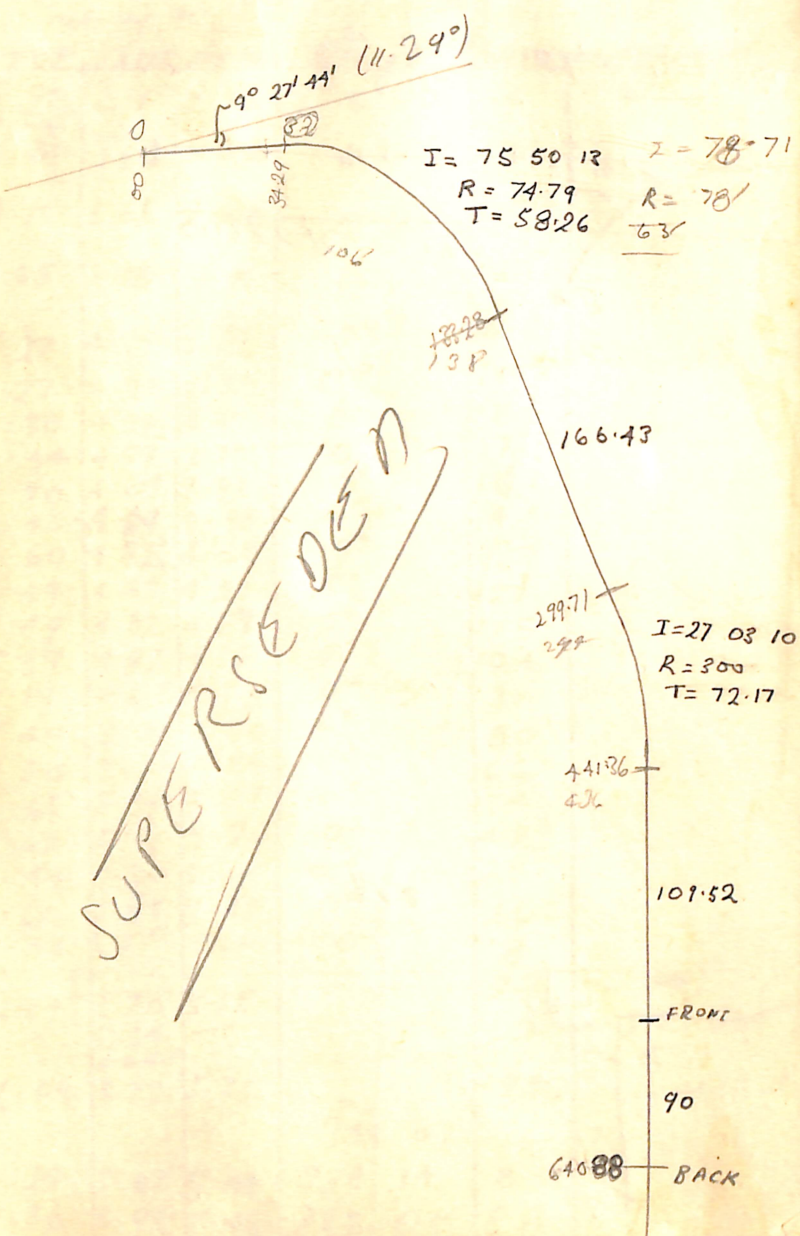
tan $\frac{1}{5}$ 0200

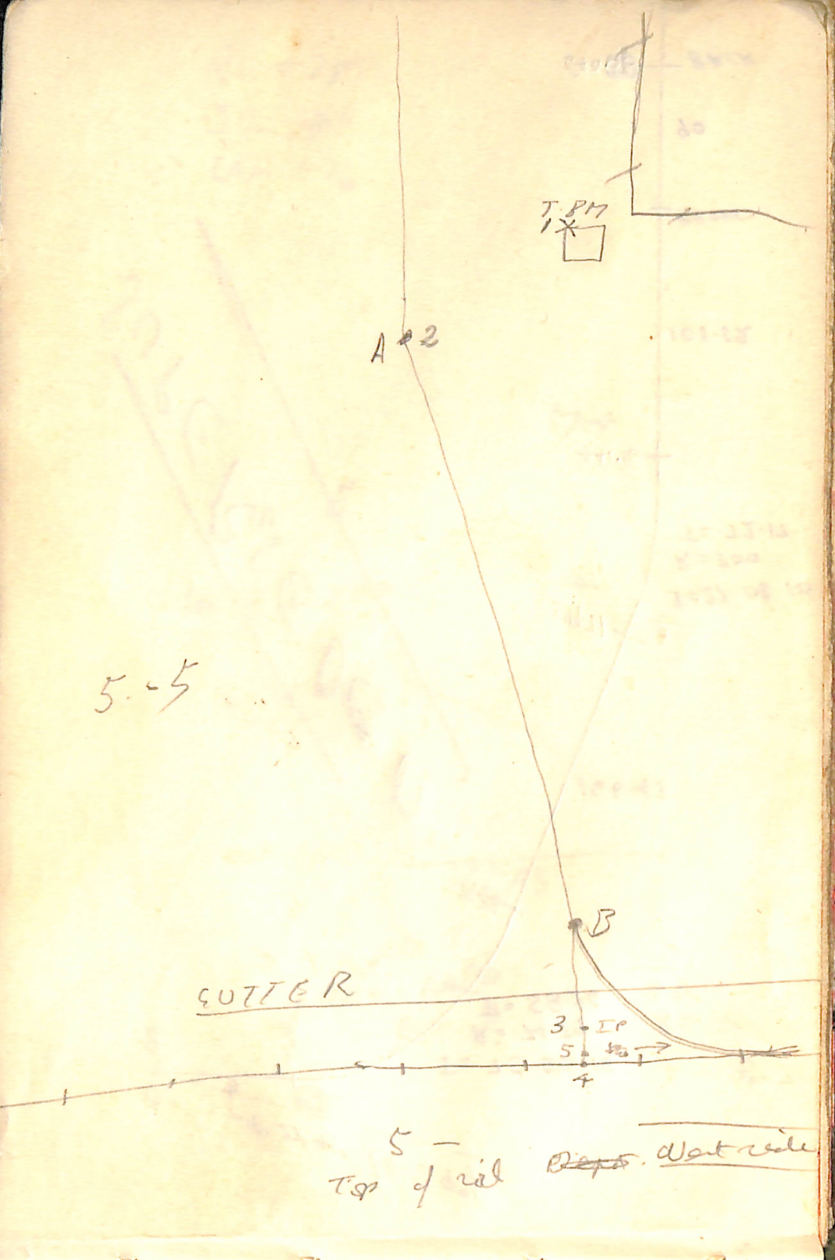


$T = R\tan\frac{I}{2}$

$ARC = R[\theta]$

$\theta = \frac{a}{57.}$





set up at B, OO on A | H.I. 5.54

TOP	INTER.	BOTTOM	BEARING	DIST	REMARKS
5 28	3 93	2 67	9° 6' 30	261	TBM No 1
4 80	3 64	2 42	0°	238	2
4 75	3 61	2 48	0°	227	—
5 05	3 98	2 90	0°	215	—
5 27	4 24	3 22	0°	205	—
5 27	4 29	3 32	0°	195	
5 30	4 39	3 47	0°	183	
5 44	4 57	3 71	0°	173	
5 50	4 69	3 99	0°	161	
5 43	4 89	3 94	0°	149	
5 60	4 92	4 28	0°	137	
5 49	4 85	4 22	0°	127	
5 49	4 82	4 27	0°	115	
5 39	4 87	4 35	0°	104	
5 29	4 83	4 38	0°	91	
5 40	5 00	4 60	0°	80	
5 50	5 16	4 84	0°	66	
5 61	5 34	5 07	0°	54	
5 62	5 41	5 20	0°	42	
5 44	5 30	5 15	0°	29	
5 61	5 53	5 45	0°	16	
5 74	5 70	5 66	0°	8	
				77	3 — I.P.
6 09	5 70	5 32			4 — East Rail
	5 64				5 — ℄
	5 64				
6 09	5 73	5 35		74	6 — West Rail
			349 07		7
6 24	5 83	5 44	338 14	80	8
6 36	5 92	5 48	328 05	88	9

V = 1° = 269

6·44	5·44	5·44	319 39	100	10
6·52	5·95	5·38	313 25	114	11
6·62	5·97	5·34	308 34	128	11A 12 - Drain WR
6·79	6·04	5·39	303 19	140	13 " "
6·81	6·05	5·30	304 07	151	14 - " ER
6·86	6·10	5·34	304 57	152	
6·80	6·10	5·41	308 23	139	15
6·63	6·00	5·38	312 08	125	16
6·44	5·98	5·55	318 00	89	17
6·48	5·97	5·49	324 99	99	18
6·35	5·926	5·48	334 93	87	19
6·14	5·83	5·47	343 71	72	
					~~4 4 Drain~~
					~~4 4~~ 5
	5·99		312 09		IP rock
	5·65		322 10 30		TP
	5·66				IP curve 1'
					wood culvert
5·79	5·44	5·08	340 14	71	Gutter TOP
	5·81				bank
	6·87				
6·09	5·87	5·65	329 46	44	" TOP
	6·44				" bank
	3·91			3·91	TBM

997

7·13
5·22
91

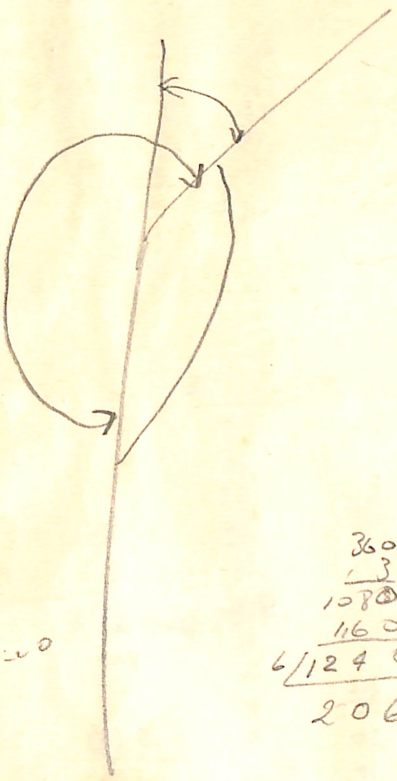
	m	Cent	Point	H.I. =	
					TBM
7·12	6·43	5·73	349 35	189	
7·13	6·13	5·12	0°	181	Peg IP cross 2
7·55	6·74	5·92	0°	163	& road
7·01	6·28	5·55	0°	146	
6·89	6·24	5·59	0°	130	
6·56	6·01	5·45	0°	111	
6·51	6·04	5·56	0°	95	
6·19	5·82	5·44	0°	75	
6·08	5·80	5·51	0°	57	
6·09	5·91	5·70	0°	39	
5·60	5·46	5·32	6	28	
5·51	5·45	5·39	0°	12	
5·91	5·60	5·23	18°55	68	
5·53	5·38	5·22	29°16	51	
5·54	5·40	5·34	333° 00	20	
6·25	5·95	5·65	345° 00	60	
5·42	5·34	5·25	265 30°	17	
5·22	4·98	4·73	199 20°	49	
5·34	4·92	4·49	190 36	85	
5·39	4·93	4·48	170 12	90	
5·32	5·04	4·76	162 44	56	
5·45	5·31	5·28	104 00	17	
	10.01				I.L & Pt
	6·42				TBM

183 2' 1¾"

182·1488

80lb Trail	H·C 102lb	Used ~~90lb New Standard~~	New Standard 102lb·	X Geelong
40'	49'2"	38'	24'	43'
43'	30'		45'	43'
42·5'	49'2"	Stand St	45'	43'
42·5'	49'2"	37'	21'	129'
42'		21'	45'	
42'	177'6"	16'	45'	
40'		38'	225'	
43'	Used	34'		
~~26·5~~	20' (Curved)	39'		
17·5'		~~42·5~~ 25'		
~~42·5~~		37'		
19·5'		23'		
398·5'		23'		
200'		35'		
62		21'		
		369·5		

129'
225'
369·5'
77·5'
398·5'
1299·5'



360
3
1080
160
6 | 1240 - 10 - 00
206 -

1080
190
5 | 1270
254

9
290
5 | 1457
42 -

24/6/72

360
148
508
254

IP1 — TP's.

B.S. — 00, TP — 20 C81

F.S. — Next TP less

0-00

254 - 05 - 20	254 - 05 - 20
148 - 12 - 30	254 - 07 - 10
42 - 18 - 20	254 - 06 - 10
296 - 24 - 00	254 - 06 - 20
190 - 30 - 20	254 - 06 - 20

I = 254 - 06 - 20 - 180
= 74 - 06 - 20 *

IP2

206 - 43 - 40	206 - 43 - 40
153 - 26 - 20	206 - 42 - 40
260 - 10 - 00	206 - 43 - 40
106 - 53 - 00	206 - 43 - 00
313 - 35 - 00	206 - 42 - 00
160 - 17 - 00	206 - 42 - 00

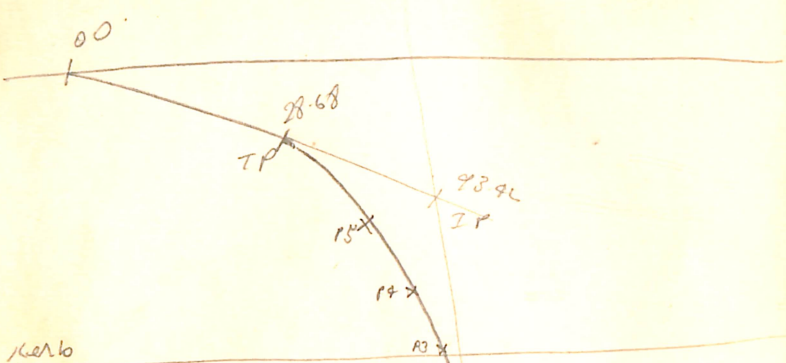
AV 206 - 42 - 50

2.08
1.67
0.41

BS	4.98	TBM
	3.83	546
	3.08	546 Rail level.
	4.20	500
	4.74	TP C2
	4.85	P1
	5.13	P2
	5.36	Road ℄
	5.06	P3
	4.84	P4
	5.43	P5
	5.49	P6
	5.74	TP C2
	6.01	250
	6.32	200
	6.68	150
FS	6.99	TP } Change Pt
	4.91	TP }
	4.65	P1
	4.71	P2
	4.98	Top of Kerb.
	5.53	P3 = Top of Kerb + 1.4" ≈ Lip of drain
	4.82	P4
	4.52	P5 = Crown
	4.82	TP
	5.12	IP

1.67

	IP
3.25 4.92	CP = TP of C_2
4.57	TBM



Curve 1

R = 85.75'

I = 74° 06' 20"

T = 64.74'

1 - 6° 40'

2 - 13° 20

3 - 20 00

4 - 26 40

5 - 33 20

6 - 37° 03' 10"

L (PI to TP @ 139.59)

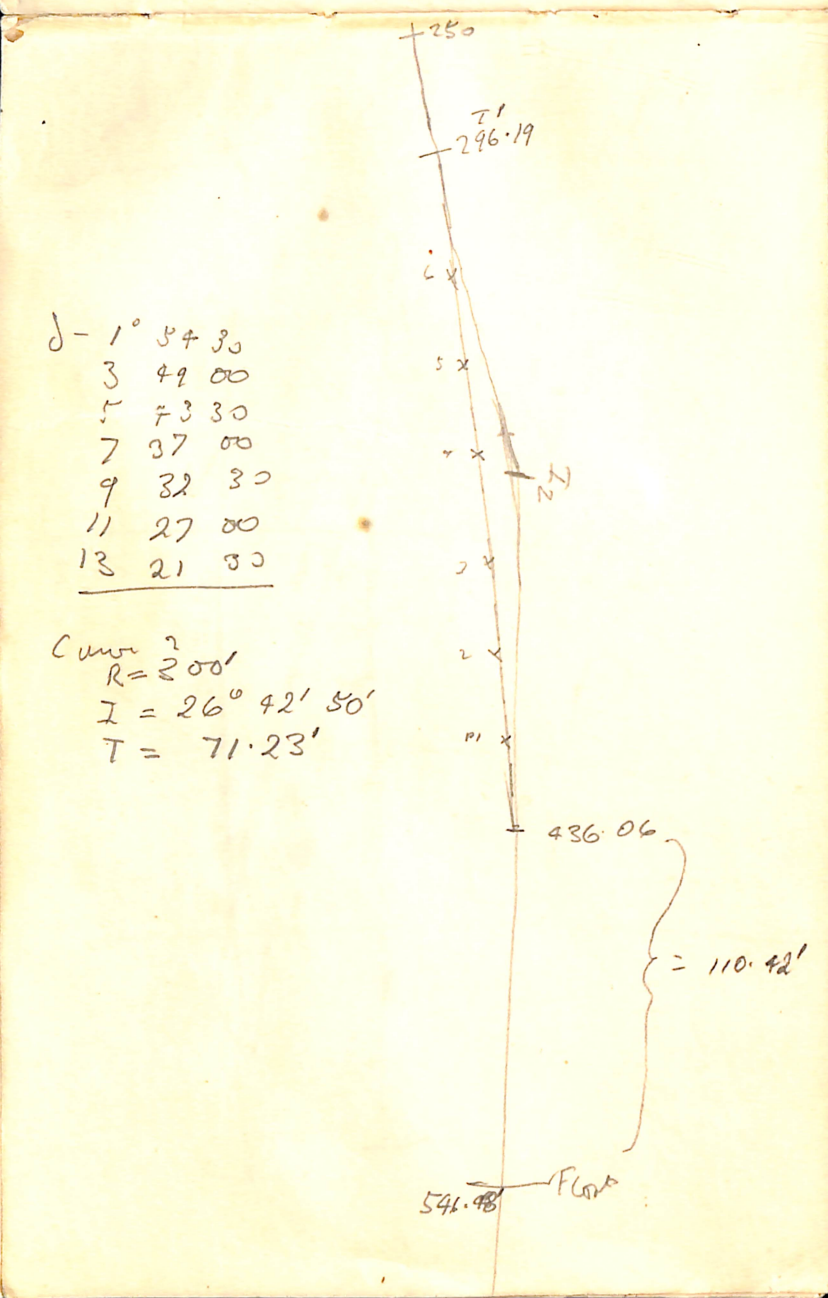
= 11.12'

TP 139.59

150

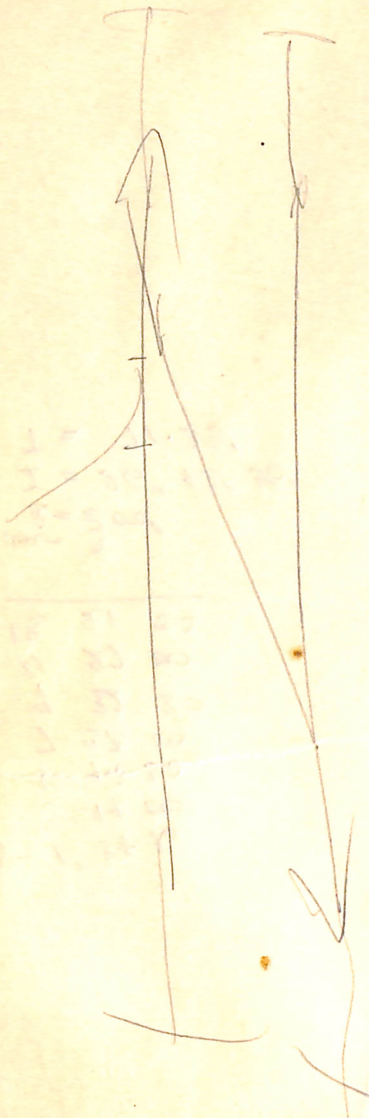
200

250



1	1°	54	30
3	4	9	00
5	7	3	30
7	9	37	00
9	12	32	30
11	15	27	00
13	18	21	30

Curve 2
R = 3300'
I = 26° 42' 50'
T = 71.23'



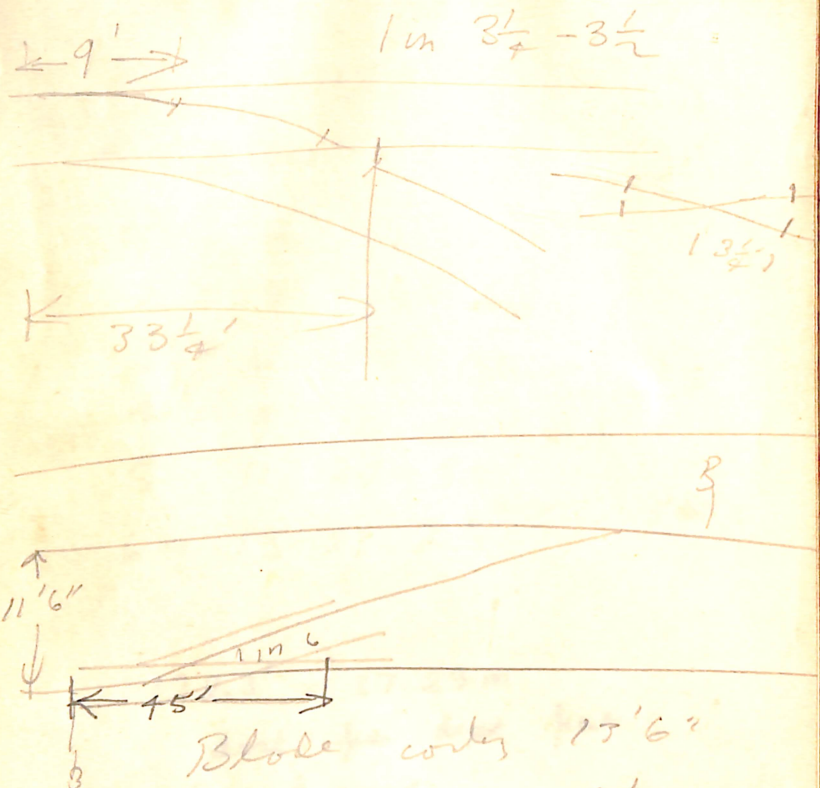
CP 5.26 -100 9/9/72

Road ℄ 5.58 (0.32) 99.68 Grading
S 5.73
N 5.79

TP ℄ 5.19 (+0.05) 1.11
S 5.36
N 5.32

500 ℄ 4.85 (+0.97) 100.40
S 5.08
N 5.08

℄ 4.27 Pivot
S 4.93
N 4.26



Blade cords 15'6"

Counter " 8'

Resetting out Curve 2 - 17/9/72

T = 59.35'

R = 250

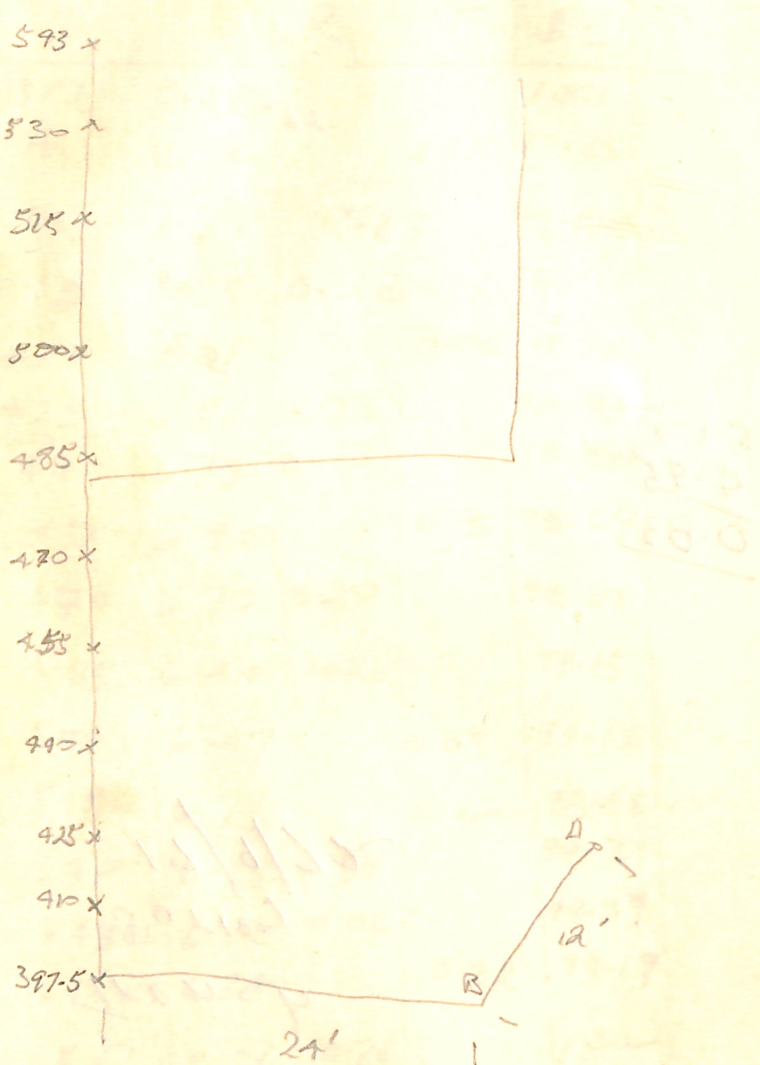
δ_1	=	2	17	30
2	=	4	35	00
3	=	6	52	30
4	=	9	10	00
5	=	11	27	30
6	=	13	21	25

20'

16.56'

122.3' = 37.29 m

dist from depot post to start of curve.


593
530
515
500
485
470
455
440
425
410
397.5
24'
B
D
12'

Trench
Survey
17/9/72

0·83
96·0
97·8

4-25
440

L-53 H.L

98·98

0·24

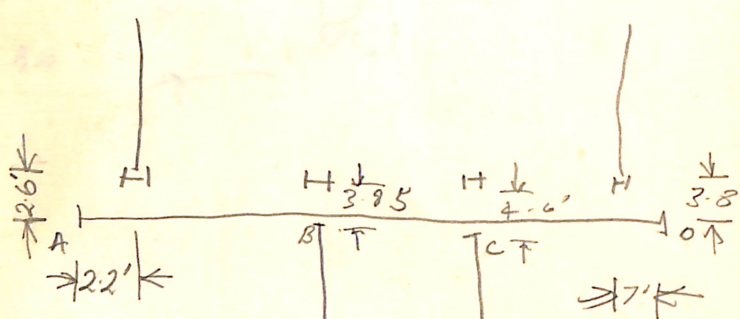
		R	F	RL
BM	5·59			100
A	8·24		2·65	97·35
B	7·73	0·51		97·86
390	7·55	0·18		98·04
410	7·61		0·06	97·98
425	6·88	0·73		98·71
440	6·75	0·13		98·84
455	6·90		0·15	98·69
470	6·70	0·20		98·89
485	6·44	0·26		99·15
500	6·47		0·03	99·12
515	6·73		0·26	98·86
530	6·18	0·55		99·31
L43SS	6·12	0·06		99·37
L43NS	6·34		0·22	99·17
BM	5·57	0·76		100
		8	7	

		R	F	RL
BM	5.59			100.00
NS 485	6.44		0.85	99.15
500	6.68		0.24	98.91
515	6.60	0.08		98.99
530	6.43	0.17		98.16
543	6.20	0.23		98.39
BM	5.59	0.61		100.00

Drain Invert Levels

N.S. CHN	I.L.
543	100.00
530	
515	

Location depot



RL 100 | 6.56

Level A — Coarse

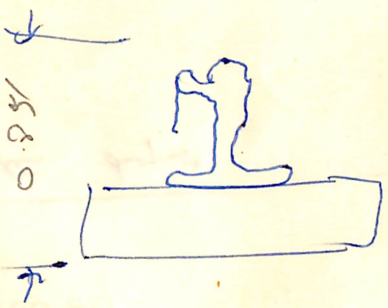
B — 6.27

C — 6.20

D — 7.72

RL 100 | 9.87

6.56



5.94
4.69
0.85

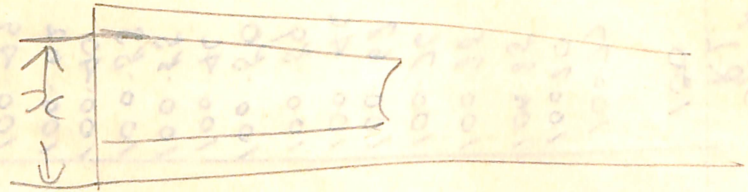
LEVELS	S/S --	R	F	RL
TBM	6.24			100.00
CHN 847.43				
S.S. R/L	4.02	2.22		102.22
N.S. R/L	4.09		0.07	102.15
CHN 500 Bellow L	5.53		1.44	100.71
" 475 "	5.27	0.26		100.97
" 450 "	5.68		0.41	100.56
T.P "	5.94.		0.26	100.30
TBM	6.24		0.30	100.00
		2.48	2.48	

		R.L	2/12/72
TBM	5.28	100	
Front Door	1.09		
No 1 Road	4.19		
Legs			
TBM	5.27		

along No 2 road from point 1 start

		3/12/72 R.L.	
TBM	5.15	100	
No 3 Road			
0	4.38	100.77	
10	4.35	100.80	
20	4.30	100.85	
30	4.27	100.88	
40	4.39	100.76	
50	4.47	100.68	
60	4.69	100.46	
70	4.56	100.59	
80	4.65	100.50	
90	4.69	100.46	
100 I.P	4.60	100.55	
110	4.62	100.53	
120	4.75	100.40	
130	4.53	100.62	
140.	4.66	100.49	
(end of track) at			
No 1 Road 0	4.30	100.85	
10	4.37	100.78	
20	4.69	100.46	
30	4.68	100.47	

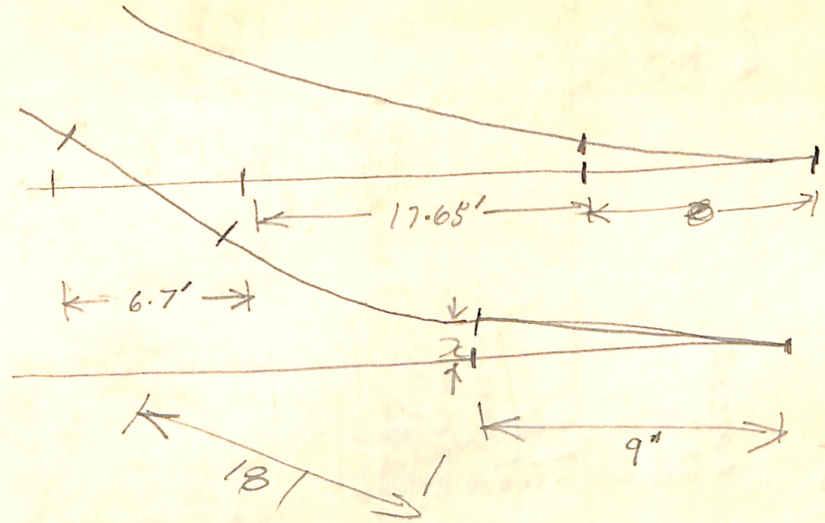
2 line survey of No 1 & 3 roads following centreline



9
17.65
6.70
33.35

100.00
100.00

AC – 4.75
TBM – 5.15



1 in 3½
zc = 0.4'
z = 0.65' for X-over.

H eq chk 49.2 x 3 + 30' — 177.6'
1021b 45.0 x 4 — 180.00

147.6
43
147.6
191.0
338.6

86 lb
43.75 x 2
42 3
41.9
43.0
43.4
39.4
23 85
42 0
20 3
43
34 75
3820
191.0

24.63
67.4
36 03
176

901b - 35.4
39.4
38 6
43 7
42.6
221.1

360
23

145
360
3 | 525.00
168

26
03
3 | 88
3 29

23/12/72

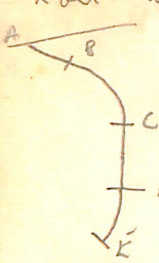
IP 4 to end of Trav A 388'

IP 4 angle.

BS on End of Trav
FS on No 3 Road

168 29 10
336 54 00
145 28 25
av 168 29 20
11° 40' 40"

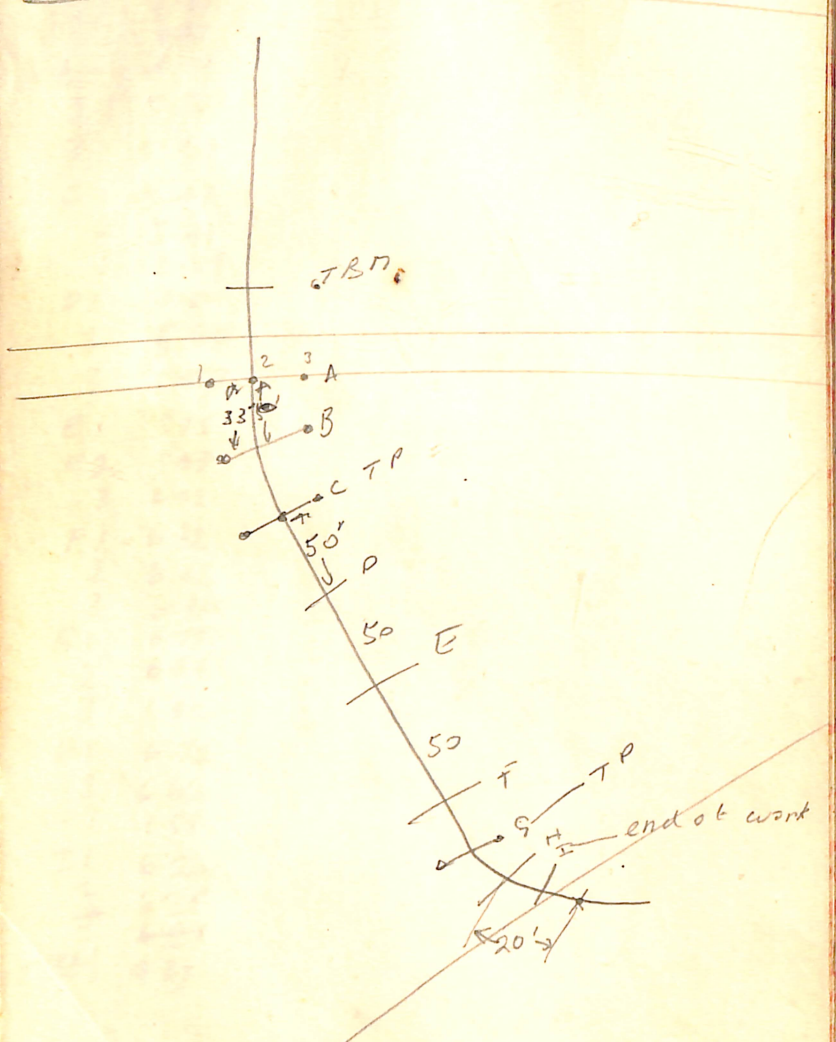
Road Survey



A - 00
B - 268'
C - 139.59'
D - 308 07'
E - 424.63'
110.91

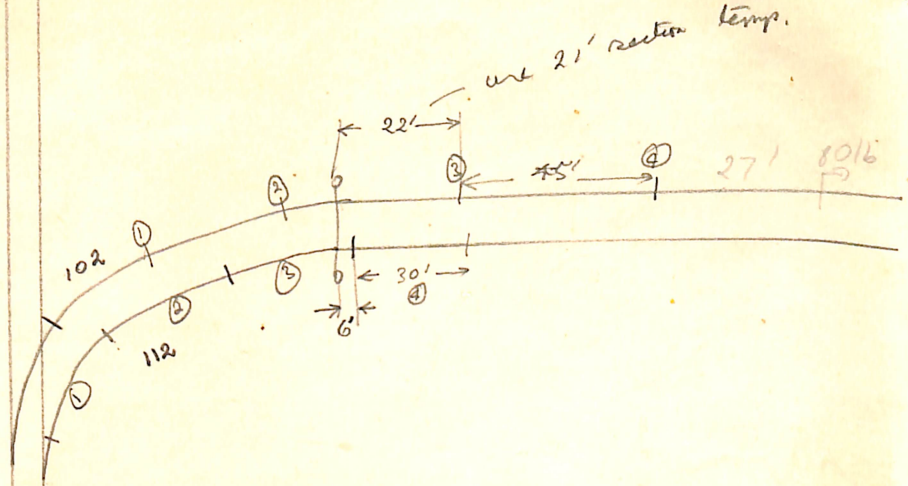
421

8/5/13



~~TBM~~	4.36
A1	4.61
2	4.75
3	4.81
B1	4.99
2	5.31
3	5.84
C1	5.47
2	5.41
3	5.39
D1	5.87
2	5.90
3	5.87
E1	5.75
E2	5.87
3	6.02
F1	6.32
2	6.42
3	6.40
G1	6.72
2	6.84
3	6.92
H1	6.72
2	6.66
3	6.58
I1	6.20
2	6.28
~~3~~	~~6.28~~
TBM	4.37

Levels taken



1 - 27'

107'

30
24
12
96

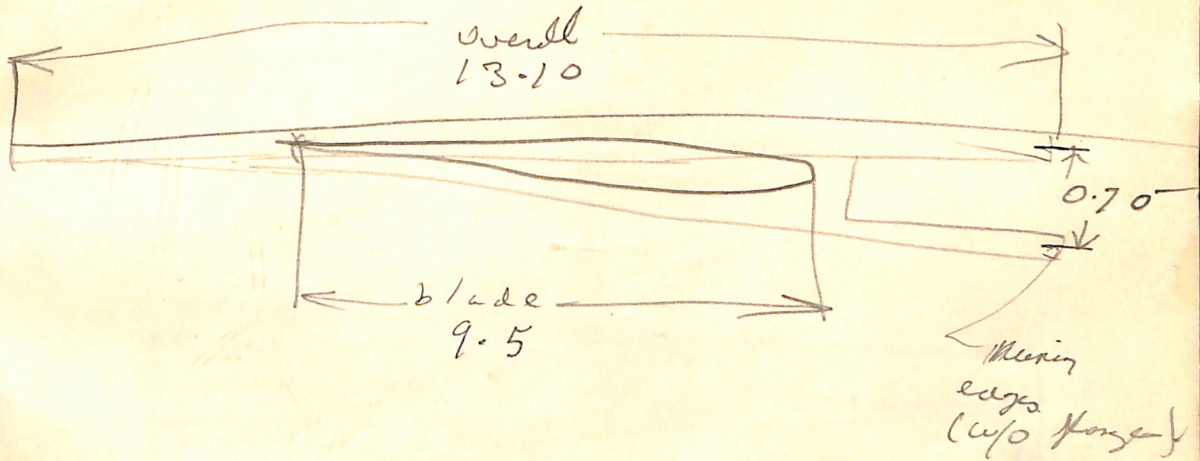
29'

24, 24

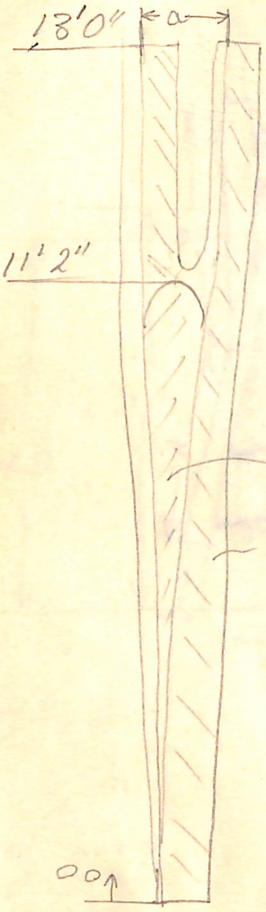
107'

67
46
113

22


overall
13-10
0.70
blade
9.5
Working
edge
(w/o flange)

Wendouree Pde T/O - 27/10/73
exc "O" Rd old depot

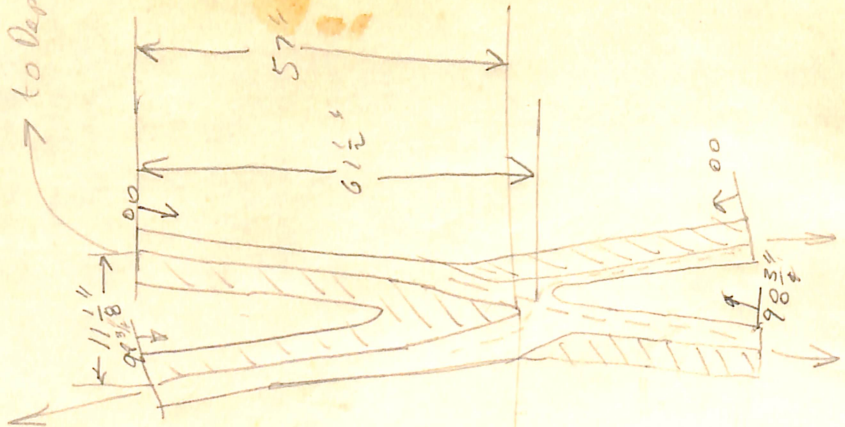


a = 8 1/4"

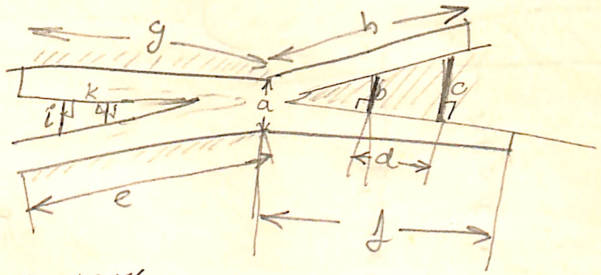
Note Hole not checked - upside down

0, - 3.2
1, - 5.2
2, - 7.2

to Depot



Crossing for use Pole ac Ring st ac



a - 0.105'
b - 0.32
c - 0.52
d - 1.00
e - 5.09
f - 5.13
g - 3.06

h - 5.16 worn
i - 0.76
i - 0.47 } ~~Hang~~ running edge 1/4 worn
k - 1.00

Pole Survey - 27/10/73

Carlton St. - O/H wire terminating pole, outside gates.

1. SEC Pole No 460, [illegible], Bracket arm coming out of pole due to tension, signal wires terminated, - Street light

2. No number - [illegible] - OK

3. —○— type arm, No No. - [illegible] OK.

4. EX6, 1963, 30', - OK.

5 "O" arm, - OK

6. Leans in, [illegible]

7. "O" arm, with street light, strayed to a tree, SEC No 366,

8 "O" arm, cable [illegible], X,

9. 50 ANM, 29', 1963, one signal wire insulator out of spindle, Take off for supply to street L. near picnic hut.

10 "O" arm, No 154?, fitted with BBQ sign

11 - 30 AHM - 11/63 - 24', No scroll work pole on L of access track

12. - No 991, street light, fitted with cross arm, for supply to pump.

13 - Scroll work needs repair.

14 - No 232, - OK

15 - fitted with take off for S.L. pole ~~opp~~ ~~beg~~ drag. south. - OK

16. - No 992, - street light (SL) - old from stop.

17 - "O" type arm, stays pole 16. - 1/2 way down

18 - 30 SB, 38 - OK

19 - "O" type arm, stays pole 20, fitted with SL ~~on~~ pole, - marked ~~with~~ with white X

20. - pole at S. end of old loop.

21 - leans in, OUR pole. No arm

22 - Leans in, fitted with Take off for supply to shelter. No arm

23. No 119, fitted with SL, ~~No~~ OK. - 3 SEC wires

24. 50 AH, 2/59, stays pole 23 & 25, - 3 SEC wires No scroll work.

25. fitted with cross arm, - 30 AGG, 2/59

26 30 AMH, 11/63 - 24', with cross arm

27. No 462, with street light, cross arm - pole with isolating box - 4 section insulators

28. with cross arm, & UG supply Take off down pole

29 Pole at South end of loop. with cross arm & signal lights

30. Old stop pole, with cross arm & supply take off to SL opp - leans slightly - No arm

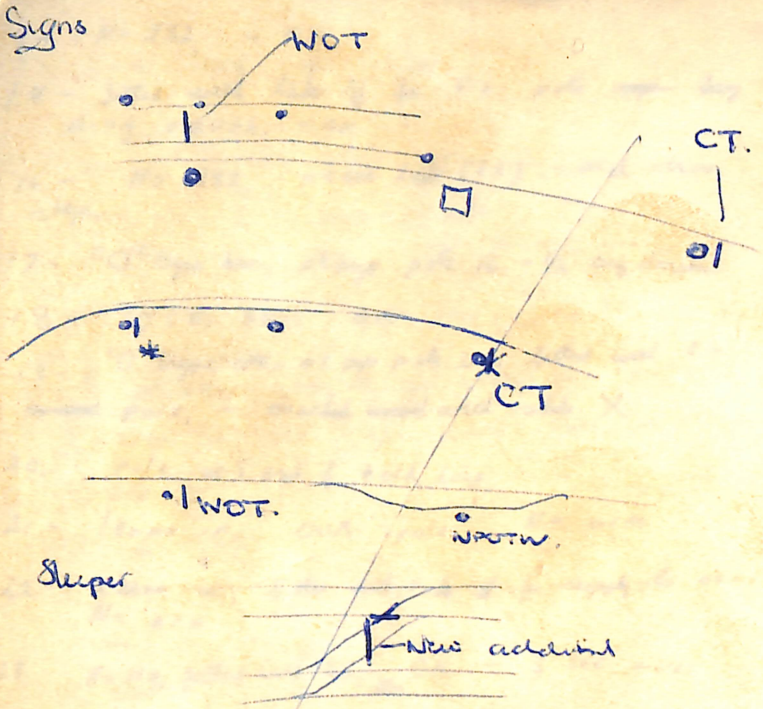
31. LEANS BADLY, - No arm, with cross arm.

32 pole at end of loop. with cross arm

33. Pole 30 AMH, 11/63, 29', stays pole 32,

34.

Signs



Sleeper

Drain into pit.

Rails not new pieces nor bit under the Buffing Drains etc

Erect flag pole. Cone base with bolts in corner

Grease loop curves.

Paint 'd' stripes on offside Paint yellow spiral inside

△ Winch will Drive ✳.

Move no parking sign

Does sweeper come under any of tracks more 4 FUP

Remove dead branch on tree framing Western loop

Prune tree's on diamond curve.

Notch + weld, bracket up dip N side crossg casting, ~~trap~~ junction

All fish plates nearby in track to depot together as remains to Shunting ~~Loop~~ ~~place at the R~~ workable.

Egg end lengths of tracks. ✳

complete elevation

Boot dip north rail near end of access.

Remove dog spike near pole at junction

△ Drain B4 Winter.

Dog pole stock.

Broken sleeper (cracked) 10m north of loop - take note.

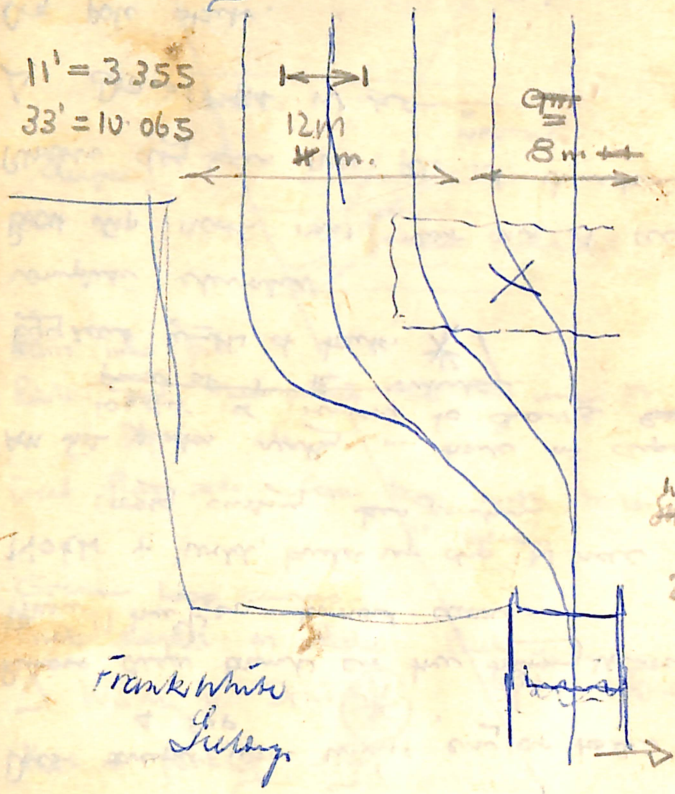
Spike behind 2 road anchor.

2501.5.
2582.849
2583.43.

0.95 m/s.

Geelong Farm.

21 m long × 19 m. alleys.

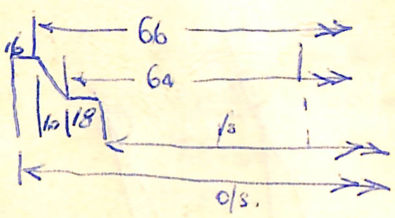


Frank White
Geelong

48
41
34
13 0'
39
39.65

Drain covers.

Large. 1× 70 cm o/s 60 cm i/s



female

1× 700 600

male

18 & 20

Small. 145 mm. flat top. 1×

220 i/s 285 o/s 3×

*

Building Braces

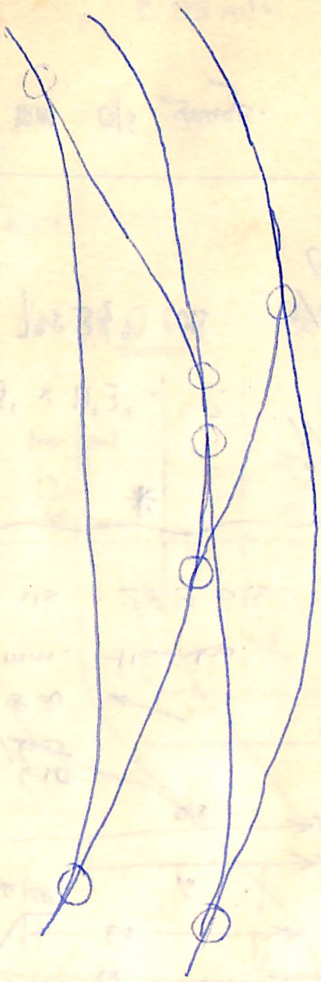
3, 4, 5. 15' × 11'3" × 7.

Web of 7" × 3½" cols

Wrote Supt Smith after Fed Quadrant

Sleepers 660 mm o/s gauge.

Ballarat
Points
West End.



CATM

~~Mailing of Stamps!~~
Visit Noted ✓

Alexandrina - S & A. ✓
Western - McC ✓
Maywells.
Dowis Bus 6.
Name Tags - Geoff ✓
Coming ✓
Speakers. ✓

RG.
Wheels on in Ball? ✓
Accom Ball Thurs. ✓

Bendigo Trust ✓
Address

Who's coming

Tags.

COST

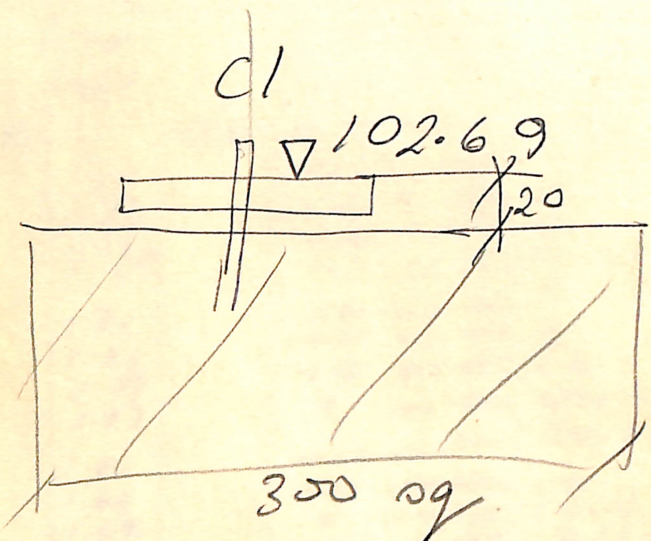
Engineer

Sand 3/16" angular graded.
Drain covers ✓
Depot Asphalt — Bit trucks O.K.
Council repair policy ✓
Stumps ✓ — Rolf J. See Jensen ✓ repair bank.
X Joints. Test ✓
Bracing.
Shed Levels.
Geelong visit Tom
— Bill L
— Brian McCulloch
Steel pole
Driving trams MTTB.

AUSTAS.
Leaning Pole

13 Hill St. Dennis O'Hay.

Drain R.L. 100 (2.090)
Rise (2.09 - 1.400 = 0.69





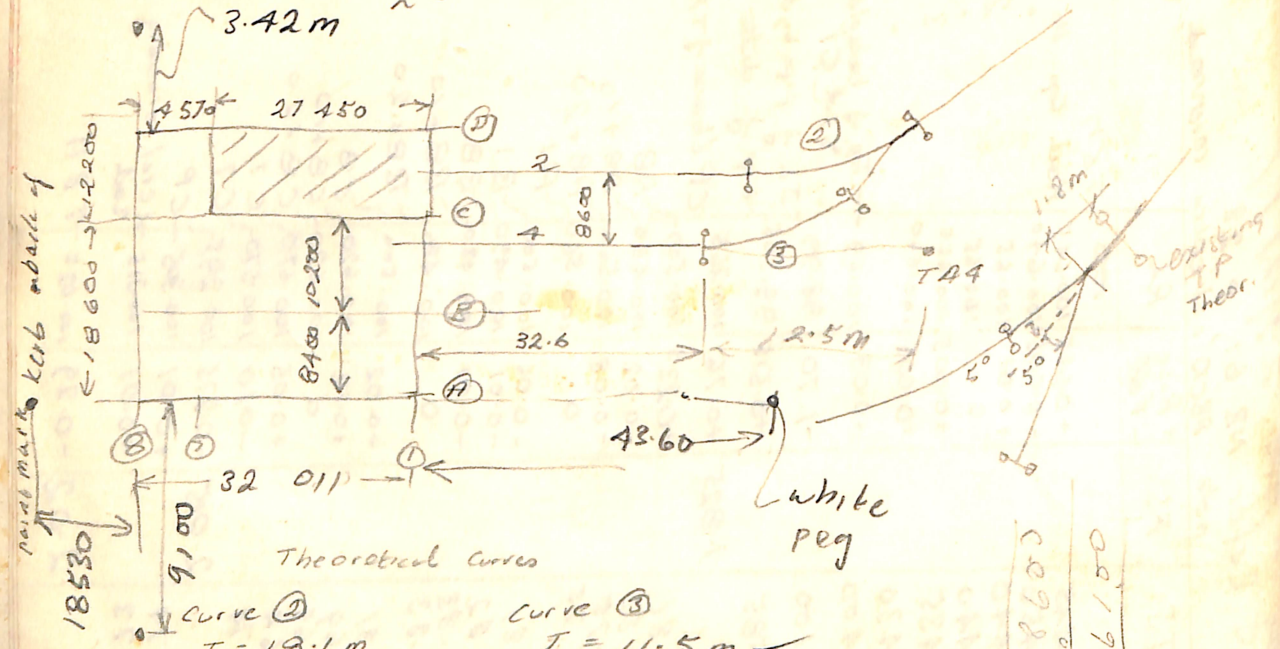
Survey - ~~1978~~ 29/12/77

Refer NB 61, p 28

note ABCD col centres reversed

BS	IS	FS	+ Rise - Fall	RL	
2.090				100	TBM
	1.445		+0.645	100.645	Rail top No 1 rail
	1.450		- 0.005	100.640	"
	1.440		+ 0.01	100.65	2
	1.440		0	100.65	"
	1.435		+0.005	100.655	3
	1.430		+0.005	100.660	"
	1.400		+0.03	100.69	Top of baseplate of col C1
	3.100		-1.70	98.99	IL of pipe by depth
	2.585		+0.515	99.505	top of chitta
2.045		1.825	+0.76	100.265	CP (base of TA2)
	1.81		+0.235	100.500	A8
	1.83		-0.02	100.480	A8+10
	1.75		+0.08	100.560	A8+20
	1.75		0	100.560	A1
	1.81		-0.06	100.500	B1
	1.82		-0.01	100.490	B8
	1.83		-0.01	100.480	B8+10
	1.83		0	100.480	B8+20
	1.81		+0.02	100.500	C8
	1.69		+0.12	100.620	C8+10
	1.69		0	100.620	C8+20
	1.64		+0.05	100.670	C1
	1.74		-0.10	100.570	C7
1.75		2.015	-0.275	100.295	CP
	1.74		+0.01	100.305	Level crossing rail
	1.73		+0.01	100.315	"
		2.02	-0.29	100.025	TBM

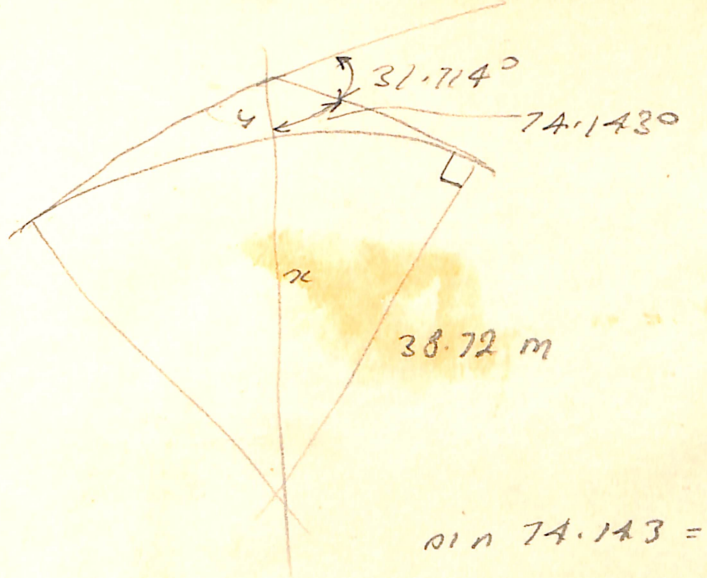
Col ℄'s



℄ 011

31 42 50
82 17 10

308



$\sin 74.143 = \frac{38.72}{x}$

$x = 40.25$

$y = x - 38.72$

$= 1.53 m$

6818

13·91
4·11
15·02

Sun May 4th 8 am Preston Depot
Sat May 10
Mon May 12
Fri May 16
Sat May 17
Wed May 21
Sun May 25

May 18 S/G