

DEPARTMENTAL
STATE ELECTRICITY COMMISSION OF VICTORIA

To Branch Manager.

Date 4th July 62.

Subject— Derailments.

at 12 noon on June 26th ^{1962, South Base} Tram N^o 35 derailed at the intersection of the ^{curve} track turning ^{right} into Lydiard Stⁿ ^{N. 11} from the south side of Stuart St, and the ^{curve} track turning right out of Lydiard Stⁿ ^{N. 11} to the south side of Stuart St. The tram was making the latter turn, when it derailed.

An inspection of the track at this point, revealed that ^{the} gauge was about $\frac{1}{4}$ " full, ^{3/10} ~~and~~ the rail on the outer portion of the curve (opposite the northern most cross in the set of four crosses at this intersection) was not firm, and ^{it} flexed ^{when over} a tram negotiated the curve. This, apparently, allowed the pony wheel of the trailing bogie to bite into, and ride over, the point of the cross ^{and} ~~causing~~ the derailment to occur.

On June 27th ^{1962,} this outer rail was packed firm, and pulled in neat to gauge. The web in between the two rails of the cross, was also repaired to strengthen the point of the

cross. ^{South 4.30}

Train 36 then derailed at the same location at 10:13 AM and 11:45 AM ^{good 1/2} July 3rd. Wheel gauge, and flange dimensions on this train are good. A subsequent inspection, showed all radial components of the bogies to be well lubricated, and in good condition.

An inspection of the track suggests that the thrust of the pony wheels caused them to ride the outer rail, due to the gauge being neat, and then the inner wheel rode the point of the cross. The outer rail is still firm, despite the fact that there is little or nothing to secure the track in this location - the support for the track being a concrete raft.

I propose to ease the outer rail, to slightly full on gauge.

Commenting ^{seven} on the leading article in the Courier today, I would like to point out that (7) pieces of special work (points and crossovers) have been manufactured, and installed, in the system during the past 12 months, and so forth. --

3.

— Another crossover will be replaced within the next week.

The statement about the wear on joints and crossovers being such, that they will not accommodate wheel flanges is false. Joints and crossovers are designed, and maintained with shallow grooves to enable the flange of the wheel to be guided.

The third derailment referred to elsewhere in the issue, was not due to worn joints, as the set concerned has only been in service for ^{SIX} months.

Whitaker

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