

LINE 3.

DESCRIPTION 1.

SHUNTS AT TERMINUS SYDNEY ROAD

STATION (2) AT TERMINUS - SYDNEY ROAD

(near Junction of Moreland Road)

SCHEDULE OF SHUNTS

- The Checks of CROSSINGS AND CURVES. to the four inner Curve Rails of Dummy and Trailer Shunts are worn to varying amounts, and in places, badly so. The sides of BRUNSWICK LINE. to the four outer Curve Rails of Dummy and Trailer Shunts are grooved, and badly so in places, as a result of NO. 3.

- From Terminus Sydney Road (near Moreland Road)
- To do Elizabeth Street (near Flinders Street)
 - Double Shunts at Terminus, Sydney Road (Junction with Moreland Rd.)
 - "Turn-In" and "Turn-Out" to Tram-Car Depot, Sydney Road
 - Curve, Royal Parade (opposite Pelham Road)
 - Emergency Shunt Elizabeth Street (near Junction of Victoria Street)
(N.B. Sketch Plan of Shunt, included on Victoria Street Curve Plan - Line 5, Plan 7A)
 - Emergency Shunt Elizabeth Street (near Junction of Lonsdale Street)
(N.B. Sketch Plan of Shunt, included on Lonsdale Street Curve Plan - Line 5, Plan 8B)
 - Three Shunts, at Terminus Elizabeth Street (near Flinders Street Station)
- Flange plates are presumably loose.
6. Paving blocks, at several places, are loose, and tarred surface shattered.
7. RR. 1 RAIL (DOWN TRACK). A length of Tram-rail (about 25 ft) has slight corrugations up to 3 mils. South of Crossover
8. RR. 2 RAIL has side of head badly grooved, and rail is almost bottoming.

MEASUREMENTS taken on May 2nd, 1916 between flange and bottom of groove, on straight rails, between Dummy and Trailer Shunts, are as follows:-

No. ~~TOTAL - 6 Separate Sketch Plans.~~

.124"

.375"

DATE Next Inspected - Nov 2nd, 1916.

DATE last Inspected - July 12th, 1916.

LINE 3.

DESCRIPTION 1.

SHUNTS (2) AT TERMINUS - SYDNEY ROAD

(near Junction of Moreland Road)

1. The Checks of Special Check Rails to the four Inner Curve Rails of Dummy and Trailer Shunts are worn to varying amounts, and in places, badly so. The sides of heads to the four Outer Curve Rails of Dummy and Trailer Shunts are grooved, and badly so in places, as a result of the above check-wear.
2. Nos. 1 and 2 Rails (Up Track). The side of head of No. 1 rail between Point of Shunt and Terminus is badly grooved, as a result of the check of opposite rail (No. 2) being badly worn.
3. Four of the heels of the 6 Points are of loose fit and rocking. There is also diagonal wear on tread of one of the Point-Castings. Tongues are worn to varying degrees.
4. At the Crossing intersections, also at intersections of slot-rails with Tram rails, hammering is taking place to varying amounts.
5. 13 of the Joints of Tram-rails, adjacent to rail crossings and Points, are wide, (varying from $1/8"$ to $3/8"$) and in many cases are hammered. There are other joints where hammering is taking place, and fishplates are presumably loose.
6. Paving Blocks, at several places, are loose, and tarred surface shattered.
7. NO. 3 RAIL (DOWN TRACK). A length of Tram-rail (about 25 ft) has slight corrugations up to 8 Mils.
8. NO. 4 RAIL has side of head badly grooved, and rail is almost bottoming.

CLEARANCES taken on May 2nd. 1916 between flange and bottom of groove, on straight rails, between Dummy and Trailer Shunts, are as follows :-

No. 3 Rail.

.124"

No. 4 Rail.

.078"

DATE First Inspected - May 8th. 1916.

DATE last Inspected - July 5th. 1916.

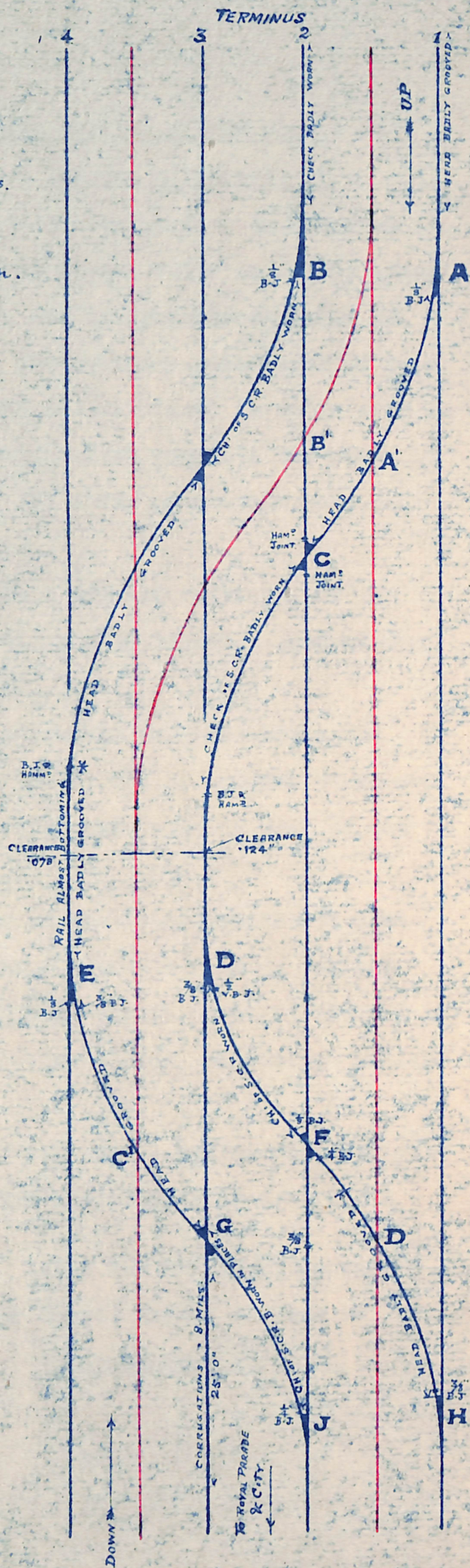
- A. Heel Rocking. Tongue Worn.
- B. Heel Rocking. Tongue Badly Worn.
- C. Very Bad Hammering at Rail Intersections.
- D. Lipped Heel F. Good Fit. Tongue Worn.
- E. Ordinary Heel F. Good Fit. Tongue Worn.
- F. Bad Hammering at Intersection
- G. Bad Hammering D: D:
- H. Heel Rocking. Tongue Worn.
- J. D: D: Diagonal Wear on
Tread of Point-Casting.

A' Bad Hammering at Intersections.

B' Nil.

C' Not

D' Hammering at Intersections



TURN-IN AND TURN-OUT TO CAR DEPÔT

SYDNEY ROAD · NEAR PEVERIL ST

LINE 3.

DESCRIPTION NO. 2.

"TURN-IN" and "TURN-OUT" to TRAN-CAR DEPOT - SYDNEY ROAD
(Corner of Peveril St.)

1. The checks of special check-rails on Curves leading to and from Depot are worn to varying amounts, and in places badly so. The sides of Heads of opposite rails are grooved, and in some places badly so, as a result of the above check-wear. The ordinary rail-check of No. 2 straight rail (between Curve of Turn-Out and Terminus) is badly worn in places. The side of head of No. 1 straight rail opposite the above is badly grooved in places as a result of the above check-wear, and rail is almost bottoming for about 20 yards.
2. The heels of the 4 points are of loose fit and rocking, and the Tread of two of the Point-Castings is diagonally grooved. Tongues are worn to varying amounts.
3. 14 of the Joints of Tram-rails, adjacent to rail-crossings and Points, are wide (varying from 1/8" to 3/8"), and in several cases are hammered -/some badly so -. There is also hammering of some of the joints.
4. At the Crossing intersections, also at the intersections of Slot-rails with tram rails, hammering is taking place to varying degrees.
5. Wood Paving Blocks adjacent to No. 3 Rail (North of Point of "Turn-In") are low. Blocks are loose in several other places, and tarred surface shattered.
6. The Stone-Setts, between No. 3 Rail (Down Track) and curved rail of "Turn-Out", are very loose, and some are below level of Tram-rails.

CLEARANCES and SUPER-ELEVATIONS taken May 2nd. 1916, between flange and bottom of groove opposite Car Depot, are as follows :-

	<u>Clearances</u>	<u>Super-Elevation</u>
No. 1 Rail	.054	
No. 2 "	.147"	1 1/2" (R. & L.B.)
No. 3 "	.202"	3/4" (R. & L.B.)
No. 4 "	.217"	

DATE first Inspected - May 8th. 1916.

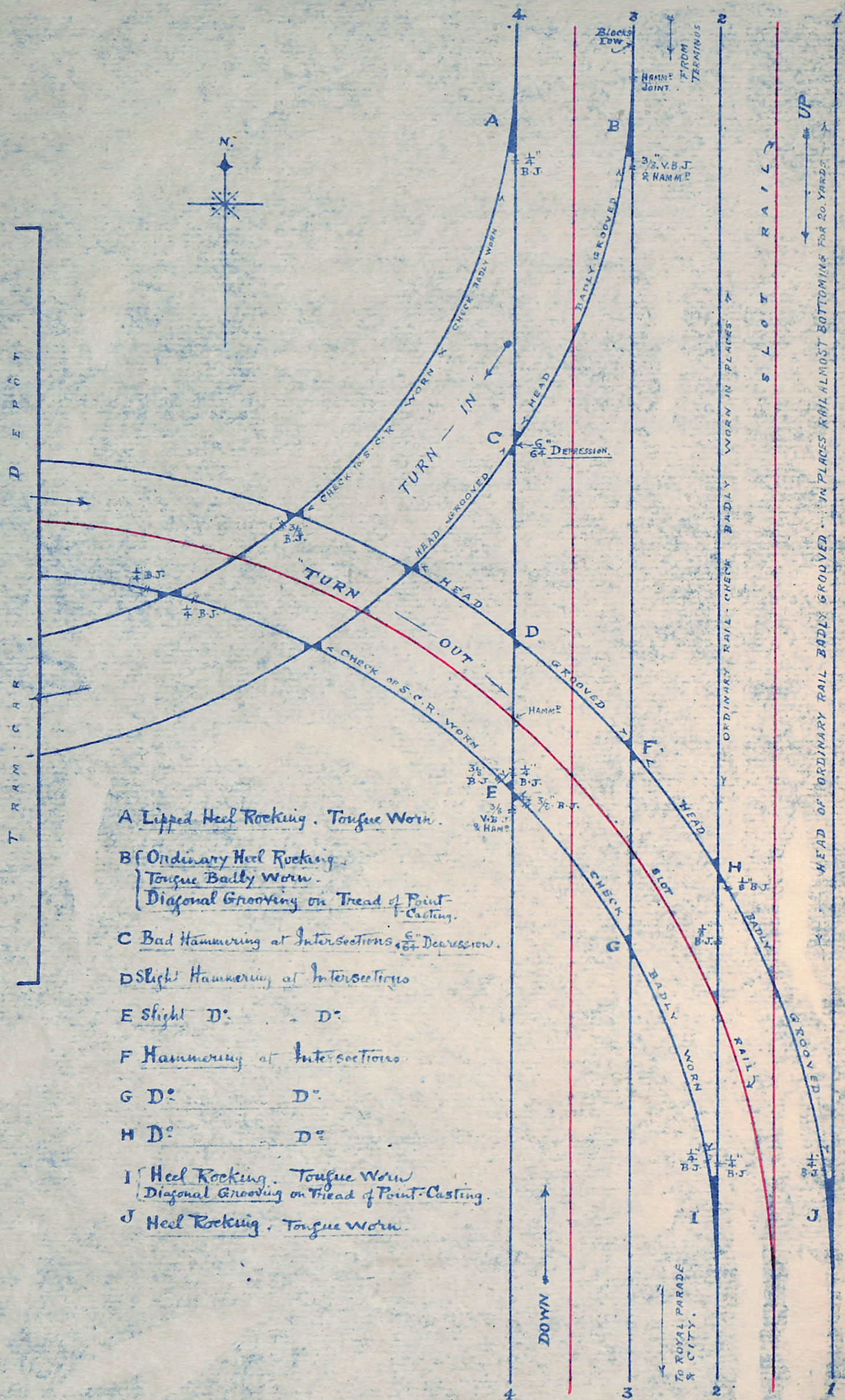
DATE Last Inspected - July 5th. 1916.

UP
HEAD OF ORDINARY RAIL BADLY GROOVED... IN PLACES RAIL ALMOST BOTTOMING FOR 20 YARDS

GROOVED

TURN-IN AND TURN-OUT TO CAR DEPÔT

SYDNEY ROAD · NEAR PEVERIL ST



CURVE · ROYAL PARADE

NEAR JUNCTION OF PELHAM ROAD.

LINE 3.

DESCRIPTION 3.

CURVE - ROYAL PARADE (Near Junction of Pelham Road).

1. The Checks of Special Check Rails of Nos. 1 and 3 Rails are worn slightly in centre of Curve for a length of about 50 feet.
2. The sides of heads of opposite ordinary rails (Nos. 2 and 4) are slightly grooved, as a result of the above check-wear.

Hammering is taking place at joints of rails to varying degrees.

CLEARANCES, taken May 2nd.1916 between flange and bottom of groove, are as follows :-

	<u>Clearance</u>	<u>Super-elevation</u>
No. 1 Rail	.295	
No. 2 Rail	.295	1½" (R)
No. 3 Rail	.372	
No. 4 Rail	.372	1½" (L) R.

PELHAM RD

DATE First Inspected - May 8th.1916.

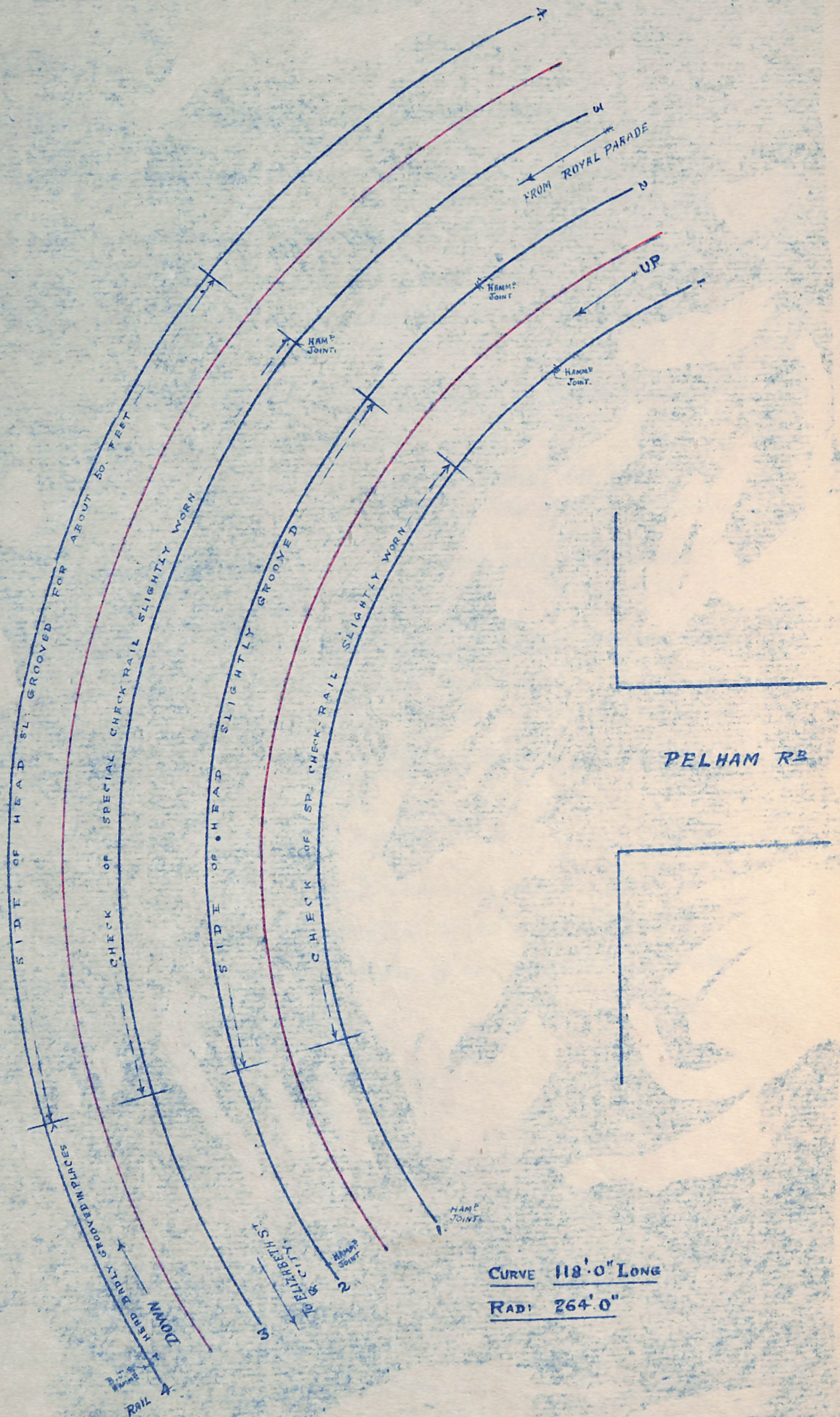
DATE last Inspected - July 5th.1916.

CURVE 118' 0" LONG

RADI 264' 0"

CURVE ROYAL PARADE

NEAR JUNCTION OF PELHAM ROAD.



DUMMY AND TRAILER-SHUNTS. ELIZABETH S^I

LINE 3.

DESCRIPTION NO. 4.

EMERGENCY SHUNT - ELIZABETH STREET (near Junction
with Victoria St.)

(H.B. - Sketch Plan of Shunt included on Victoria St. Curve Plan
Line 5, Plan A 2.)

1. At the intersection of No. 3 Straight Rail (Down Track) with curved Shunt rail, the points are very badly hammered. The rails on each side of points are pumping - the fishplates being, presumably, on South Side of Point of Shunt, has its ordinary Check worn, whilst the loose. A short length (about 5'0") of No. 4 Straight Rail (Down Track) is pumping, the fishplates being, presumably, loose.
2. Paving adjacent to these rails is loose in places, and tarred surface shattered.
3. At the Crossing intersection of No. 2 straight rail with curved shunt rail, there is bad hammering.
4. The Point Casting of Shunt (on No. 2 Rail) is cracked on each side. Rail-tread of Point-Casting is badly grooved diagonally.
5. Tongues are worn to varying degrees.
5. Three of the joints of Tram-rails, adjacent to Points, are each 1/4" wide, and are hammered.

NOTE. Since this Shunt was first inspected and the above particulars noted, the old Cast Crossing (at inter-section of No. 3 Rail with Curved Shunt-rail) has been taken up and removed, and a new hand Cast crossing fixed June 25th. 1916.

DATE First Inspected - May 8th. 1916.

DATE First Inspected - May 8th. 1916.

DATE last Inspected - July 5th. 1916.

DUMMY AND TRAILER-SHUNTS ELIZABETH ST^I

LINE 3.

DESCRIPTION NO. 5.

SHUNTS (1) at TERMINUS, ELIZABETH STREET (near Flinders St. Station.)
EMERGENCY SHUNT - ELIZABETH STREET (near Junction with Lonsdale Street)

1. No. 1 Rail (Up Track) - Rail between Point of Shunt and Lonsdale Street -

(H. B. Sketch Plan of Shunt included on Lonsdale Street Curve is showing for about 2 yards, and tread of rails is 12" less than wheel gauge. No. 1 Rail, between Dummy and Trailer Shunts, has

Plan - Line 5, Plan 8B.)

1. NO. 1 RAIL (UP TRACK). A short length of rail (about 12'0") on South Side of Point of Shunt, has its ordinary Check worn, whilst the side of head/opposite rail (No. 2) is badly grooved, as a result of the above Check-wear. six other curves of Shunts are grooved to varying

2. A short length of Curved rail of Shunt on each side of its intersection with No. 2 Rail is pumping, and fishplates are presumably loose. Paving Blocks are loose in places. and fishplates are presumably loose.

4. A short length of No. 4 Rail (Down Track) adjacent to Point of Shunt, is pumping, and fishplates are presumably loose. Paving Blocks are loose on each side of pumping rail. fit, and rocking, resulting in

3. At the other Crossing-intersections, also at the intersections of slot-rails with tram-rails, hammering is taking place to varying degrees, and in some cases very badly so.

4.6. Heel of Points on No. 2 Rail is of loose fit and rocking. Tongues of the four Points are worn to varying amounts. place to varying degrees,

5. 10 of the Joints of Tram rails, adjacent to Rail Crossings and Points, are wide (varying from 1/8" to 3/8"), and in several cases are hammered. are wide, (varying from 3/16" to 3/8"), and in several cases are badly hammered.

Hammering is also taking place at some of the other joints.

(SEE OVER PAGE)

DATE First Inspected - May 8th. 1916.

DATE Last Inspected - July 5th. 1916.

DUMMY AND TRAILER-SHUNTS ELIZABETH ST.

LINE 3.

DESCRIPTION 6. (CONTINUED)

SHUNTS (3) at TERMINUS, ELIZABETH STREET (Near Flinders St. Station.)

1. No. 1 Rail (Up Track) - Rail between Point of Shunt and Terminus - is bottoming for about 2 yards, and tread of rails is 12 mils lower than wheel gauge. No. 1 Rail, between Dummy and Trailer Shunts, has side of head badly grooved for a length of about 11 yards.
2. On the six (6) Inner Curves of the Dummy and Trailer Shunts, the Checks of Special check-rails are worn to varying degrees. The sides of heads of the six Outer curves of Shunts are grooved to varying amounts, and in some cases badly so.
3. Three lengths of ~~xxxx~~ No. 3 Rail (Down-Track) for a distance of about 11'0" each, are pumping, and fishplates are presumably loose.
4. Paving Blocks on each side of Pumping Rails, also at several other places, are loose, and tarred surface is shattered.
5. Nine of the Heels are of loose fit, and rocking, resulting in excessive hammering. One of the heels is below level of tread. There is diagonal wear on Tread of Point-casting; in four cases Tongues are worn to varying degrees.
6. At the Crossing Intersections, also at intersections of Slot-rails with tram-rails, hammering is taking place to varying degrees, and in places it is considerable.
7. 8 of the joints of Tram-rails, adjacent to rail crossings and Points, are wide, (varying from $3/16"$ to $5/8"$), and in several cases are badly hammered.

Hammering is also taking place at some of the other joints.

This work was carried out on Sunday morning July 23rd, 1916.

(SEE OVER PAGE)

Work first inspected - April 25th, 1916.

Work last inspected - July 4th, 1916.

DUMMY AND TRAILER-SHUNTS ELIZABETH ST

LINE 3.

DESCRIPTION 6. (CONTINUED)

-2-

CLEARANCES between flange and bottom of groove, also
SUPER-ELEVATIONS, taken July 21st., 1916.

The sets of tests are as follows :-

	RAILS		Super Elevation Inches	Braking and Rolling	RAILS		Sup. Eleva- tion Inch	Rks & Bg.
	No.1	No.2			No.3	No.4		
Elizabeth St. Terminal					.155	.210	1 1/2	R
do Car Shunt	(Inner) .326	(Outer) .124	3/4" Inner	R				
do Car Shunt	(Outer) .279	(Inner) .310	3/8" Outer	R				
do between Shunts	.303	.039	3/4"	R	.039	.202	0	R & LB
do Dummy Shunt	(Inner) .372	(Outer) .388	3/8" Inner	R-R- R. & L.B.				
Bet. 23 & 25 Elizabeth St.	(Outer) .264	(Inner) .295	1/8" Inner	R. & L. B.				
Bet. 35 & 37 Elizabeth	0	.225	1/2"	B.	.250	.295	3/8"	R

NOTE 1 Since these Shunts were first inspected and the above particulars were noted, the two Point-Castings of Trailer-Shunt, also two short lengths of straight rails, (7'0" on No. 3 Down Track, and 9'0" on No. 4) adjacent to Point-Castings, have been taken up and removed, and New Point-Castings and two new, short lengths of straight rails, have been re-laid.

This work was carried out on Sunday morning July 23rd. 1916.

DATE First Inspected - April 25th. 1916.

DATE Last Inspected - July 4th. 1916.

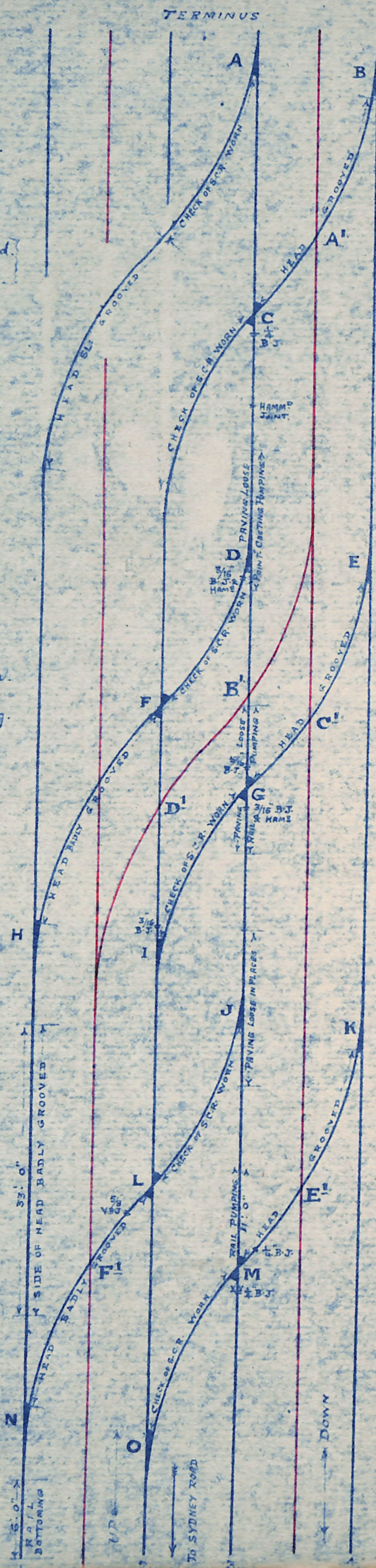
DUMMY AND TRAILER-SHUNTS. ELIZABETH S^{II}

- A { Lipped Heel Rocking
Tongue Worn.
- B { Heel Rocking. Tongue Worn.
Tread of Point-Casting Diagonally Worn.
- C Rail-Intersections Hammered.
- D Heel Rocking Slightly. Tongue Worn
- E { Heel Rocking. Tread Diagonally Grooved.
Tongue Slightly Worn
- F Rail-Intersections Hammered.
- G D° D° Hammered.
- H Heel Rocking. Tongue Worn.
Tread of Point-Casting Diagonally Worn.
- I Nil.
- J Heel Rocking. Tongue Worn.
- K Heel Rocking. Tongue Worn.
- L Rail-Intersections Badly Hammered.
- M Rail-Intersections Hammered.
- N Heel Rocking Slightly. Tongue Worn.
- O Heel below level of Tread, + Rocking.
Tongue Worn.
Tread of Point-Casting Diagonally Worn.

NOTE.

N° 1. Rail is Bottoming for about
2. Yards (opposite N° 37 Elizabeth S^I)
and Tread is 12. Mils lower than
gauge.

- A' Hammering at Intersections.
- B' Hammering - D°
- C' Hammering - D°
- D' Hammering - D°
- E' Hammering - D°
- F' Hammering - D°



SHUNTS (2.) AT TERMINUS NICHOLSON ST.

SCHEDULE OF SHUNTS.

CROSSINGS AND CURVES.

BOURKE STREET LINE.

No. 4.

- A. FROM TERMINUS NICHOLSON STREET to BOURKE STREET TERMINUS.
- B. CLIFTON HILL LINE - FROM TERMINUS QUEEN'S PARADE (Via Smith Street)
TO JUNCTION of GERTRUDE ST. with NICHOLSON ST.
- A. 1. Double Shunts at Terminus (Nicholson Street)
2. "Turn-In" and "Turn-Out" to Repair Shops (Nicholson Street)
3. "Turn-In" and "Turn-Out" to Car Depot.
4. Right-Angle Crossing, Nicholson Street with Johnston Street.
5. Emergency Shunt, Nicholson Street, (opposite Aquarium)
6. Emergency (Double) Shunts, Evelyn Street (opposite Statue)
7. Curve Evelyn St. (opposite Princess Theatre)
8. Curve, Junction of Evelyn Street and Bourke Street
9. Right Angle Crossing, Bourke Street with Swanston Street.
10. Right Angle Crossing, Bourke Street with Elizabeth Street.
11. Double Shunts at Terminus Bourke Street.

There is also hammering-taking place at some of the other joints to varying amounts.

CLIFTON HILL LINE. edge of rail-tread

- B. 1. { Shunts at Terminus, Queen's Parade
"Turn-In" and "Turn-Out" to Tram Car Depot, Queen's Parade.
- " 2. Curve - Junction of Queen's Parade and Plenty Road
- " 3. Curve - Junction of Queen's Parade with Smith Street.
- " 4. Right Angle Crossing. - Smith Street with Johnston Street
- " 5. Curve - Junction of Smith Street with Gertrude Street
- " 6. Emergency Shunt. Gertrude Street (opp. Engine House)
- B. 7. Curve and Junction - Junction of Gertrude Street with Nicholson Street.

DATE First Inspected - April 26th. 1916.

DATE Last Inspected - July 4th. 1916.

SHUNTS (2.) AT TERMINUS - NICHOLSON ST.

LINE 4.

DESCRIPTION A 1.

SHUNTS (2) AT TERMINUS - NICHOLSON STREET.

1. The checks of Special Check Rails of the four Inner Curve rails of Dummy and Trailer Shunts are worn to varying amounts. The sides of heads of the four Outer Curve-rails are grooved to varying degrees as a result of the above check-wear. The heads of outer rails are beaded over in places.
2. Six of the heels of the 8 Points are loose and rocking. The rail-treads of 2 of the Point-Castings are diagonally grooved. Tongues are worn to varying degrees.
3. At the Crossing-intersections, also at the intersections of slot-rails with Tram-rails, hammering to varying degrees is taking place.
4. 4 of the Joints of Tram-rails, adjacent to rail intersections and Points, are wide, varying from 1/8" to 3/4", and in several cases are hammered.
5. There is also hammering taking place at some of the other joints to varying amounts.

The bearing wear has been removed from outer edge of rail-tread of Inner Curved Rail of Trailer-Shunt causing a projecting edge, which in places is very high.

CLEARANCES between flange and bottom of groove, also SUPER-ELEVATIONS taken (opp.No.787 Nicholson St.) at Terminus. April 20th. 1916.

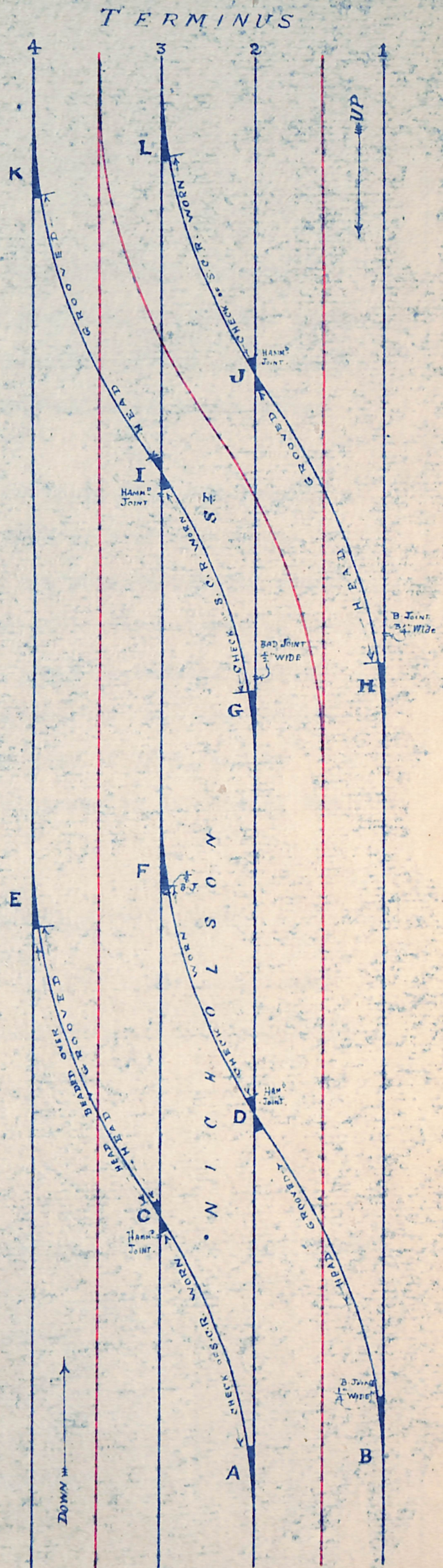
	<u>CLEARANCES</u>	<u>SUPER-ELEVATIONS.</u>
No. 1 Rail	.202"	
No. 2 "	.202"	1/2" (R. & L.B.)
No. 3 "	.279"	1" (R. & L.B.)
No. 4 "	.147"	

DATE First Inspected - April 26th. 1916.

DATE Last Inspected - July 4th. 1916.

SHUNTS (2.) AT TERMINUS · NICHOLSON S^E

- A { Heel Rocking.
Tongue Worn.
- B. —
- C Hammering at Intersections
- D D° .. D°
- E { Heel bad Fit, and Rocking.
Tongue Badly Worn.
- F { Heel bad Fit, and Rocking Badly. Tongue Worn.
Tread of P^E Casting Diagonally Grooved.
- G —
- H { Heel Rocking.
Tongue Worn.
- I Hammering at Intersections.
- J Hammering - D°
- K { Heel Rocking. Tongue Slightly Worn.
Tread of P^E Casting Diagonally Grooved.
- L { Heel Bad fit, and Rocking.
Tongue Slightly Worn.



NICHOLSON STREET

SHUNTS TO TRAMCAR DEPOT

LINE 4. A Heel Rocking Very Badly. Tongues Worn.

B Heel Rocking Badly. Tongues Worn.

DESCRIPTION A 2.

C Points Hammered.

D Points Hammered.

E "TURN-IN" and "TURN-OUT" to TRAM-CAR DEPOT

F Points Badly Hammered. NICHOLSON STREET.

G Nil

1. The special checks to Check rails of "Turn-In" and "Turn-Out" from Depot, for portions of their lengths, are worn, whilst the sides of heads of opposite rails are grooved as a result of the above check-wear. In places the special Checks to Check-rails of Inner Curves are loose and ineffective.
2. 4 of the Heels of the six Points are of loose fit, and rocking - two of them very badly so. The rail-treads of 2 of the Point-Castings are diagonally grooved. Tongues are worn to varying amounts.
3. At the Crossing-intersections, also at the intersections of slot-rails with Tram-rails, hammering is taking place to varying degrees.
4. 5 of the Joints of Tram-rails, adjacent to the Crossing-intersections and Points, are wide, varying from 1/4" to 3/4", and in several cases are hammered. There is also hammering of some of the other joints, to varying amounts.

CLEARANCES between flange and bottom of groove, also

SUPER-ELEVATIONS, taken April 20th., 1916.

Opp. 772 Nicholson St.
near Car Depot.

Opp. 775 Nicholson Street
at Car Depot.

	<u>CLEARANCES</u>	<u>SUPER-ELEVATIONS</u>	<u>CLEARANCES</u>	<u>SUPER-ELEVATIONS</u>
No. 1 Rail	.271	-	0.	
No. 2 "	.279	7/8" (R. & L.B.)	-	
No. 3 "	.109	3/8" (R)	-	
No. 4 "	.0		-	

NOTE. At joint, on No. 4 Rail is bottoming for 2 feet, and Tread is 60 mils below wheel gauge.

No. 1 Rail is bottoming for 3 yards.

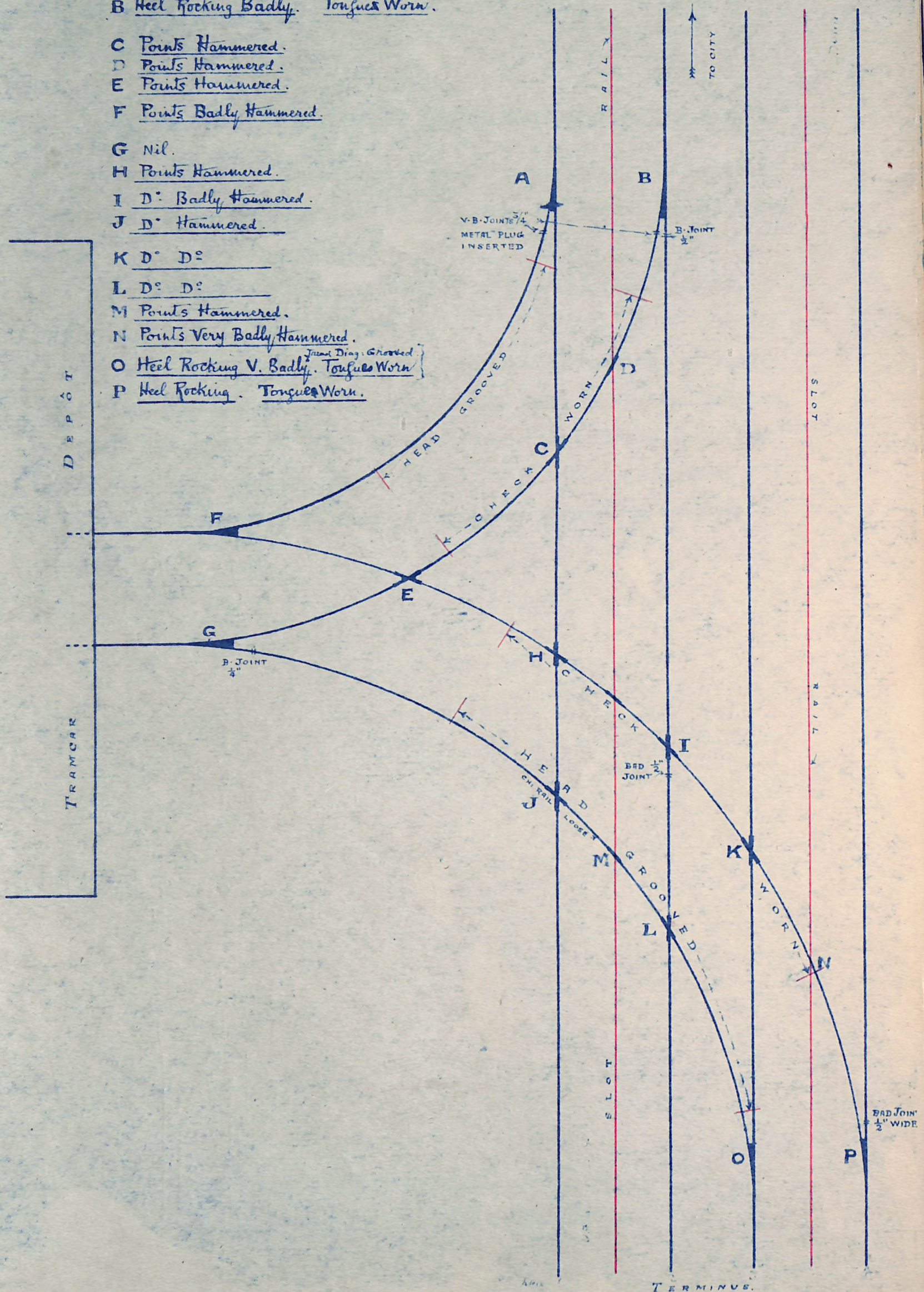
DATE First Inspected - April 26th. 1916.

DATE Last Inspected - July 4th. 1916.

NICHOLSON STREET

SHUNTS TO TRAMCAR DEPÔT

- A Heel Rocking Very Badly. Tongues Worn.
Head Ding Grooved
- B Heel Rocking Badly. Tongues Worn.
- C Points Hammered.
- D Points Hammered.
- E Points Hammered.
- F Points Badly Hammered.
- G Nil.
- H Points Hammered.
- I D° Badly Hammered.
- J D° Hammered.
- K D° D°
- L D° D°
- M Points Hammered.
- N Points Very Badly Hammered.
- O Heel Rocking V. Badly. Tongues Worn.
Joint Ding Grooved
- P Heel Rocking. Tongues Worn.



TURN IN AND TURN OUT TO REPAIR SHOPS

NICHOLSON STREET

LINE 4.

DESCRIPTION A 3.

"TURN-IN" and "TURN-OUT" to REPAIR SHOPS - NICHOLSON STREET.

1. A short length of Outer Curved rail (about 10'0") of "Turn-Out" from Repair Shops, on each side of No. 1 Rail (Up Track) has no Check to it.
2. 2 of the heels of the 4 Points are of bad fit, and rocking. Tongues are worn to varying degrees.
3. At the Crossing-intersections, also at intersections of slot-rails with Tram-rails, hammering is taking place to varying degrees.
4. 4 of the Joints of Tram-rails, adjacent to rail crossings and Points, are wide (varying from $1/8"$ to $1/2"$), and are hammered. There is also hammering of some of the other joints, to varying degrees.

REPAIR SHOPS

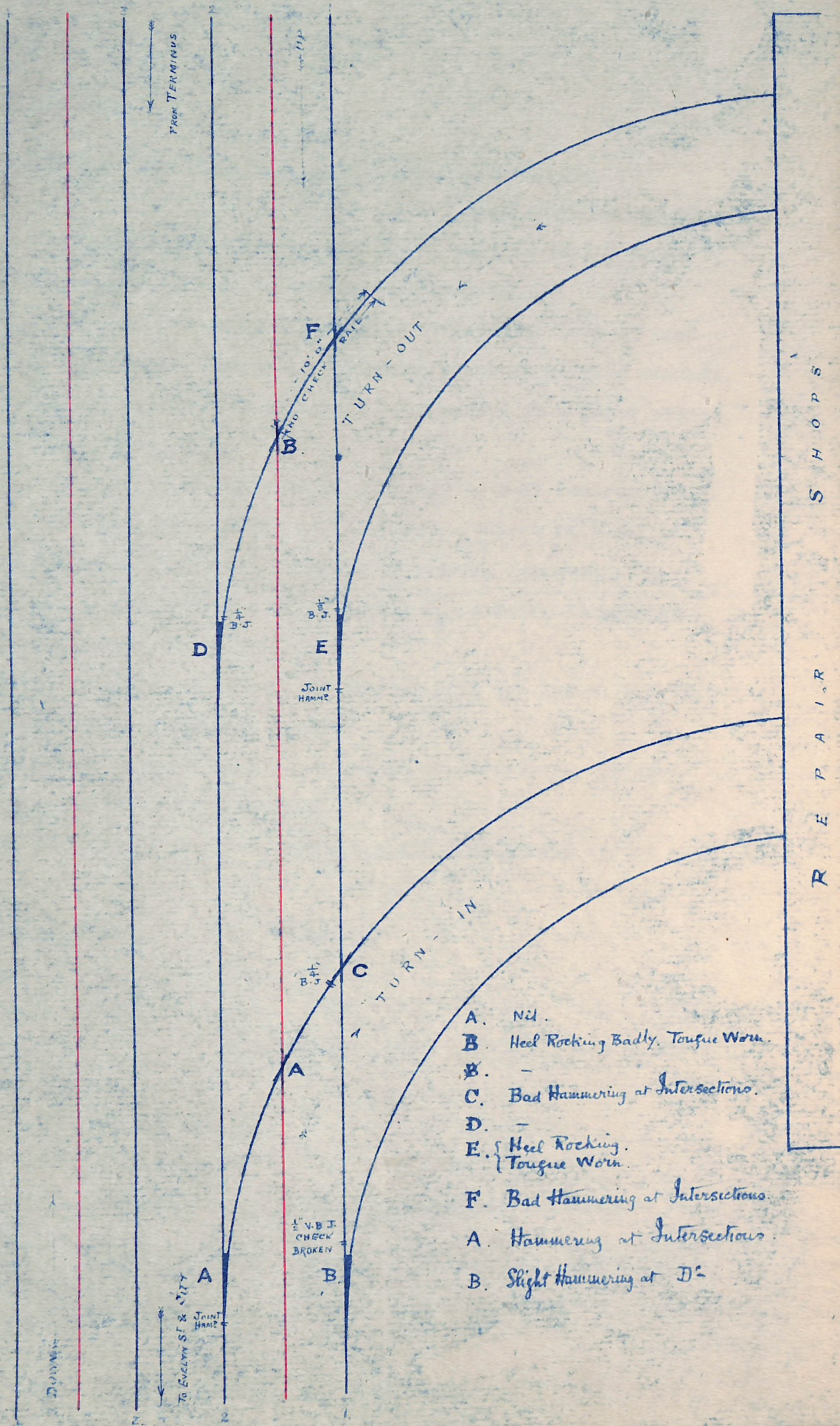
- A. Nil
- B. Heel Rocking Badly. Tongue Worn
- C. Bad Hammering at Intersections
- D. -
- E. { Heel Rocking.
Tongue Worn
- F. Bad Hammering at Intersections
- A. Hammering at Intersections

DATE First Inspected - April 26th, 1916.

DATE Last Inspected - July 4th, 1916.

TURN IN AND TURN OUT TO REPAIR SHOPS

NICHOLSON STREET



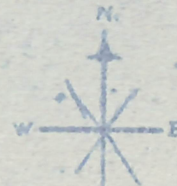
RIGHT-ANGLE CROSSING JUNCTION OF
NICHOLSON ST WITH JOHNSTON ST

LINE 4.

DESCRIPTION A.4.

RIGHT-ANGLE CROSSING - JUNCTION OF NICHOLSON ST.

WITH JOHNSTON STREET.



1. At the intersections of the tram rails, wear is taking place to varying degrees, resulting in excessive hammering.

At the Crossing-intersections, also at intersections of slot-rails with Tram rails, hammering is taking place to varying amounts, whilst a slight movement of slot-rail is apparent at several places, when cars pass over rails.

2. 5 of the Joints of Tram-rails, adjacent to rail intersections, are wide, and in several cases are hammered. There is also hammering of some of the other joints to varying degrees.

3. A short length of No. 4 rail, S. West of Crossing is pumping, and fishplates are presumably loose.

4. Paving Blocks on each side of pumping rail are loose, and tarred surface shattered in several places.

CLEARANCES between flange and bottom of groove, and SUPER-ELEVATIONS, taken April 23rd. 1916.

The two sets of Tests on the NICHOLSON STREET LINE are as follows -

<u>NO. 1 RAIL</u>	<u>NO. 2</u>	<u>NO. 3</u>	<u>NO. 4</u>
<u>CLEARANCE</u>			
N.E. .209"	N.E. .225"	N.W. .0775"	N.W. .132"
S.E. .186"	S.E. .155"	S.W. .232.5"	S.W. .232.5"

SUPER-ELEVATION

N.E. 0 (Rolling Place)	N.W. 0 (Rolling)
S.E. 1/4" (Rolling Place)	S.W. 0 (")

The 2 sets of Tests on the JOHNSTON STREET LINE are as follows :-

<u>CLEARANCE</u>			
S.E. .170.5"	S.E. .186"	N.E. .155"	N.E. .139.5"
S.W. .155"	S.W. .124"	N.W. .178"	N.W. .155"
<u>SUPER-ELEVATION</u>			
S.E. 0 (Rolling Place)		N.E. 0 (Rolling)	
S.W. 3/8" (")		N.W. 1/4" (")	

DATE First Inspected - April 28th. 1916.

DATE Last Inspected - July 4th. 1916.

RIGHT-ANGLE CROSSING JUNCTION OF

NICHOLSON S^T WITH JOHNSTON S^T

