

CURVE AT JUNCTION OF

QUEENSBERRY AND ERROLL STREETS.

LINE 5.

DESCRIPTION A 5.

CURVE at JUNCTION of QUEENSBERRY ST. with ERROLL STREET.

1. The Checks of Special check-rails of Nos. 2 Up and 4 Down Rails are badly worn in places. Tread of each of these rails beaded over in places.
2. The sides of heads of opposite rails - Nos. 1 Up and 3 Down - are badly grooved in places, as a result of the above check-wear.
3. No. 1 Rail - Up Track. A short length of Straight-rail, where Curve adjoins same, on North side, is pumping, and fishplates are presumably loose. Paving on each side of pumping rail is loose, and tarred surface here, and at several other places on Curve, is shattered.
4. No. 3 Rail - Down Track. A short length of straight rail, adjacent to Curved rail, on S. side, is pumping, and fishplates are presumably loose.

CLEARANCES, between flange and bottom of groove, also SUPER-ELEVATIONS, taken in Centre of Curve, - April 13th. 1916.

	<u>CLEARANCE</u>	<u>SUPER-ELEVATION</u>
No. 1 Rail	.062	$\frac{1}{4}$ (R)
No. 2 "	.233	
No. 3 "	.279	$\frac{3}{8}$ (R)
No. 4 "	.341	

Note. Nos. 3 and 4 Rails ... Slight Down Gradient.

DATES OF CURVE RAIL RENEWALS.

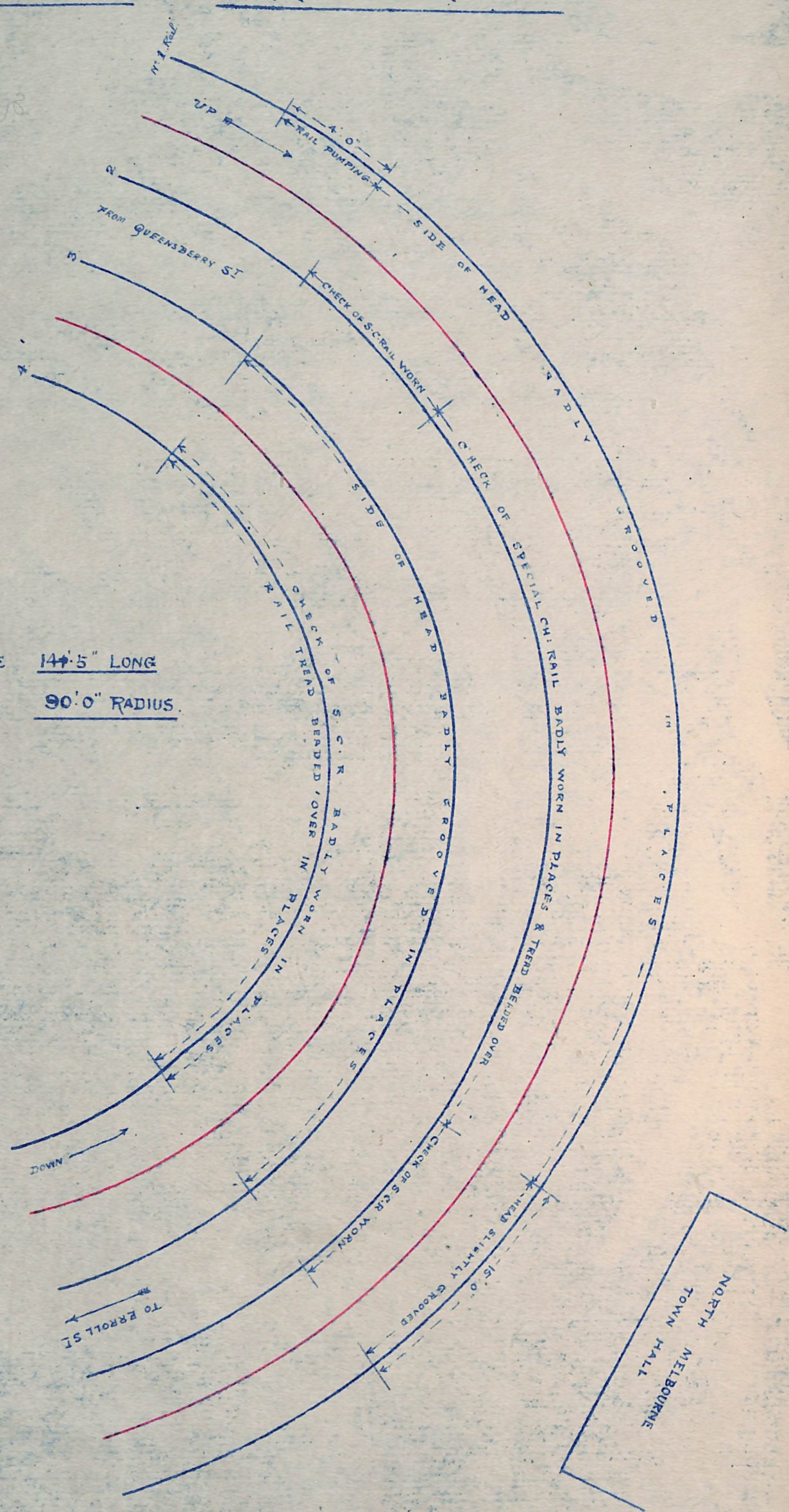
Nos. 1 and 2 Rails Renewed	Octr. 21st. 1900
Nos. 3 and 4 " "	May 7th. 1905
No. 2 Full Check-rail	June 30th. 1911.

Date first Inspected - May 5th. 1916.

Date Last Inspected - July 4th. 1916.

CURVE AT JUNCTION OF QUEENSBERRY AND ERROLL STREETS.

CURVE 147.5" LONG
D° 90.0" RADIUS.



CURVE AT JUNCTION OF

ERROLL AND VICTORIA ST^S

LINE 5.

DESCRIPTION A 6.

CURVE - JUNCTION of ERROLL STREET with VICTORIA ST.

1. The checks of special Check-rails of Nos. 1 Up, and 3 Down-Rails, are worn to varying amounts, and badly so in places.
2. The sides of heads of opposite rails (Nos. 2 Up and 4 Down) are grooved to varying degrees, and badly so in places, as a result of the above check-wear.

No. 4 Rail is bottoming for a length of about 20 yards, in centre of Curve.

CLEARANCES, between flange and bottom of groove, also SUPER-ELEVATIONS, taken April 13th. 1916.

	<u>CLEARANCE</u>	<u>SUPER-ELEVATION</u>	<u>RADIUS</u>
No. 1 Rail	.395		
No. 2 "	.250	$3\frac{5}{8}"$ (R)	
No. 3 "	.233		
No. 4 "	.125	$4\frac{1}{4}"$ (R)	

NOTE. Nos. 1 and 2 Rails - Slight Down Gradient.

DATES OF CURVE RAIL RENEWALS.

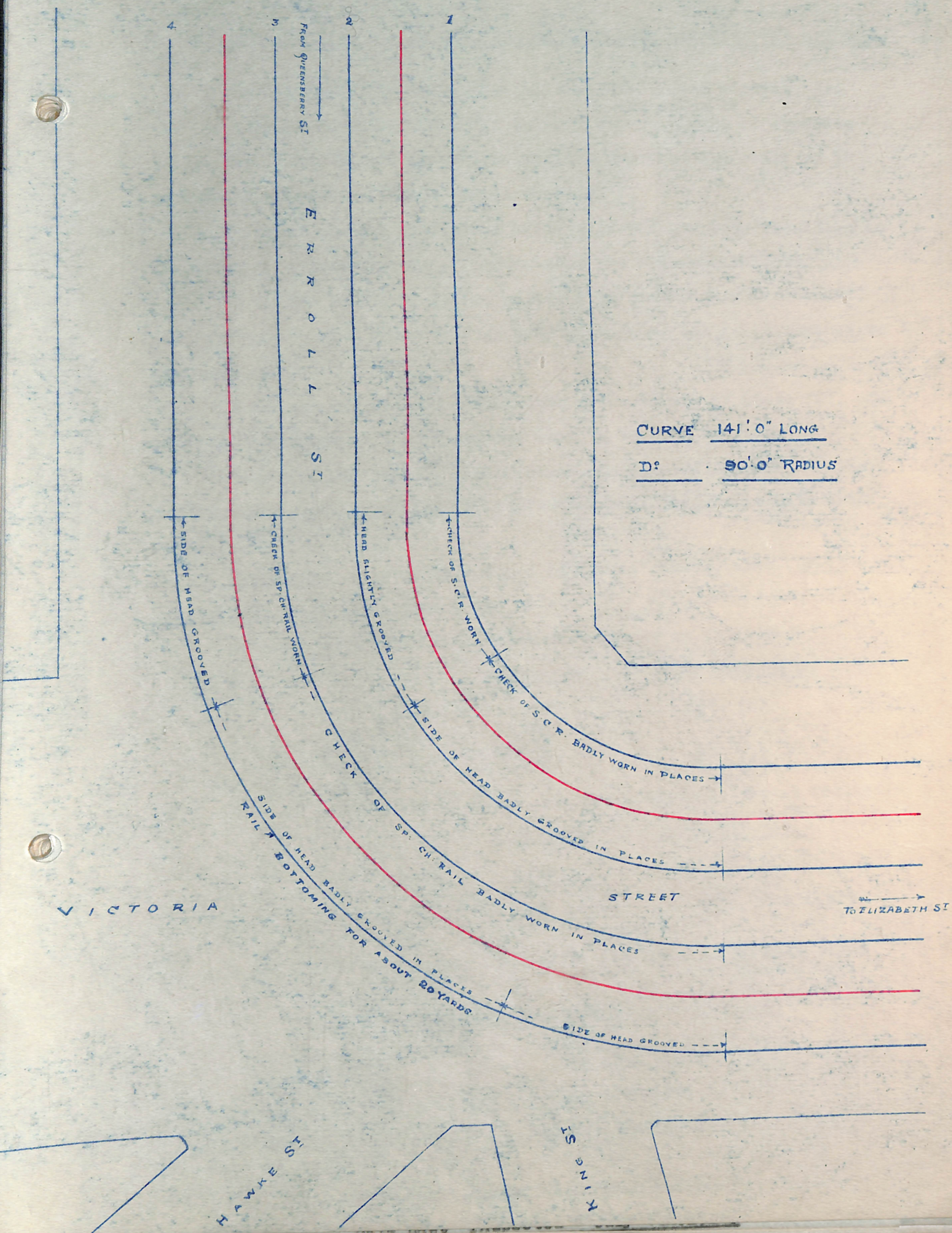
Rails Nos. 3 and 4	Renewed	Octr. 4th. 1901
" Nos. 1 and 2	"	April 10th. 1904
144 ft. No. 1 Check-rail	"	March 30th. 1913.

DATE First Inspected - May 8th. 1916.

DATE Last Inspected - July 4th. 1916.

CURVE AT JUNCTION OF

ERROLL AND VICTORIA ST^S



CURVE AND JUNCTION AT JUNCTION OF VICTORIA AND ELIZABETH STREETS

LINE 5 PLANA.7.

ALSO EMERGENCY SHUNT ROYAL PARADE
BRUNSWICK LINE

LINE 5.

DESCRIPTION A 7.

CURVE and JUNCTION - at JUNCTION of ELIZABETH and VICTORIA STREETS.

1. The checks of Special Check-Rails of Nos. 2 and 4 rails, are worn to varying amounts, and badly so in places. The sides of rails (Nos. 1 and 3) are grooved to varying degrees, and badly so in places, as a result of the above Check-wear.
2. In three places, lengths of tras-rails are pumping, resulting in loosening of adjacent paving. Fishplates are presumably loose.
3. 16 of the Joints of rails, adjacent to Crossing-intersections, and Points, are wide (varying from $1/8"$ to $11/16"$) and in several cases are hammered.
4. The heels of 3 of the four Points of Curve are of loose fit, and rocking. Tongues of all points are worn to varying degrees.
5. Hammering and wear is taking place, to varying degrees, at the Crossing-intersections, also at intersections of Slot-rails with tram-rails.

CLEARANCES, between flange and bottom of groove, also SUPER-ELEVATIONS, taken April 12th.1916.

Sets of Tests taken in Centre of Curve are as follows :-

	CLEARANCE	SUPER-ELEVATION.
No. 1 Rail	.395	$2\frac{3}{8}"$ (R)
No. 2 "	.264	
A Lipped Heel No. 3 "	.155	$1\frac{1}{8}"$ (R)
No. 4 "	.171	

Sets of Tests taken on Curve, in Line with Kerb, are as follows:-

	CLEARANCE	SUPER-ELEVATION
D Ordinary Heel B' B' B'		
No. 1 Rail	.258	0.3 (R)
E Bad Hammering No. 2 Rail Intersections	.202	1.3 (R & L.B.)
No. 3 "	0	
F Hammering No. 4 " B'	.240	

No. 3 Rail is bottoming for abt. 50 yards, and Tread is 30 miles lower than gauge.

DATES OF CURVE RAIL RENEWALS.		
H Bad Hammering at B' B'		
J Very Bad Hammering B' B'		
No. 4 Rail Renewed		January 30th.1898
K No. 3 " Rail Intersections.		July 13th.1902
No. 1 " 60' "		July 12th.1903
A No. 2 " 68' Slot Intersection		
No. 1 " 47' "		Decr. 31st.1914.
B No. 2 " 52' " B'		

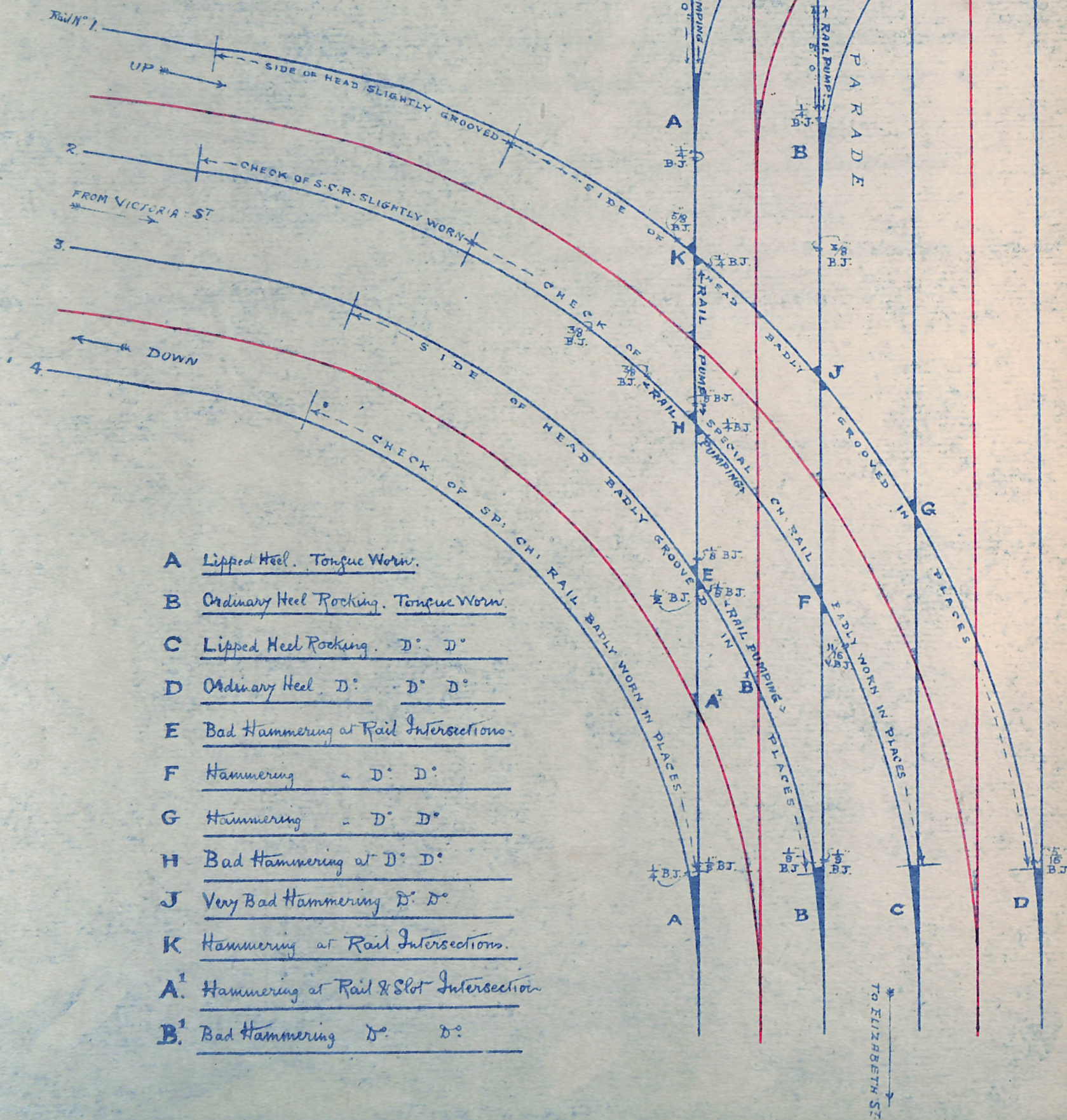
DATE First Inspected - May 8th.1916.

July 4th.1916.

LINE 5 PLAN A.7.

- A Tongue Worn.
- B Heel Rocking. Tongue Worn.
- C VERY Bad Hammering at Intersections.
- D Bad Hammering at Rail Intersections.
- E Tongue Badly Hammered, and Cracked at Sides
- F Tongue Worn.

CURVE 141'.4" LONG
D: 90'.0" RADIUS



LINE 5.

DESCRIPTION B 1.

SINGLE SHUNT at TERMINUS - ALBION STREET (opposite
WEST END OF THE BRIDGE HOUSE)

1. The Checks, of the two Inner-Curve rails, are slightly worn.
2. The side of head of the Outer Curve, between Nos. 3 and 4 Rails, is badly grooved. Curved Rails (between Nos. 2 and 4 Rails) are bottoming in places.
3. Three of the 4 heels of Points are rocking, and 2 of these are below level of rails, resulting in excessive hammering. Tongues are worn to varying degrees.
4. At the Crossing-Intersections, also at intersections of Slot-rails with Tram-rails, hammering, to varying degree, is taking place.
5. 11 of the Joints of Tram-rails, adjacent to Crossing-intersections and points, are wide, (varying from $1/8"$ to $3/8"$) and in several cases are hammered. (SE)

DATE first Inspected - May 2th, 1916.

DATE last Inspected - July 4th, 1916.

SINGLE SHUNT - TERMINUS ABBOTSFORD STREET

(opposite WEST MELBOURNE ENGINE HOUSE)

NOTE. SKETCH PLAN INCLUDED ON PLAN A 4.

CURVE - JUNCTION OF SPENCER ST

WITH ABBOTSFORD ST

LINE 5

WEST MELBOURNE

LINE 5

PLAN 2.B.

DESCRIPTION B 2.

CURVE - JUNCTION of ABBOTSFORD STREET with SPENCER STREET.

1. The Checks of Special Check-rails of Nos. 1 and 3 Rails are worn to varying amounts. On No. 1 Rail, the Check is badly worn for a length of about 12 feet, and on No. 3 Rail, the Check is badly worn for a distance of about 30 feet.

2. The sides of heads of opposite rails (Nos. 2 and 4) are grooved to varying degrees. No. 2 rail-head is badly grooved for a length of about 24 feet.

CLEARANCES between flange and bottom of groove; also SUPER-ELEVATIONS, taken April 6th. 1916 -

The sets of Tests taken in centre of Curve are as follows :-

	<u>CLEARANCES</u>	<u>SUPER-ELEVATIONS.</u>
No. 1 Rail	.250"	$\frac{1}{4}"$ D ^s 100' 0" RADIUS
No. 2 "	.372"	(R. & L.B.)
No. 3 "	.403"	
No. 4 "	.357"	3" (R)

Nos. 1 and 2 Rails - Slight Down Gradient.

DATES OF CURVE RAIL RENEWALS.

Full Renewal, both Tracks, Rails Nos. 1, 2, 3 and 4 Decr. 8th. 1909

Length of Curve 121' 0"

Radius of Curve 100' 0"

DATE First Inspected - May 29th. 1916.

DATE Last Inspected - July 4th. 1916.

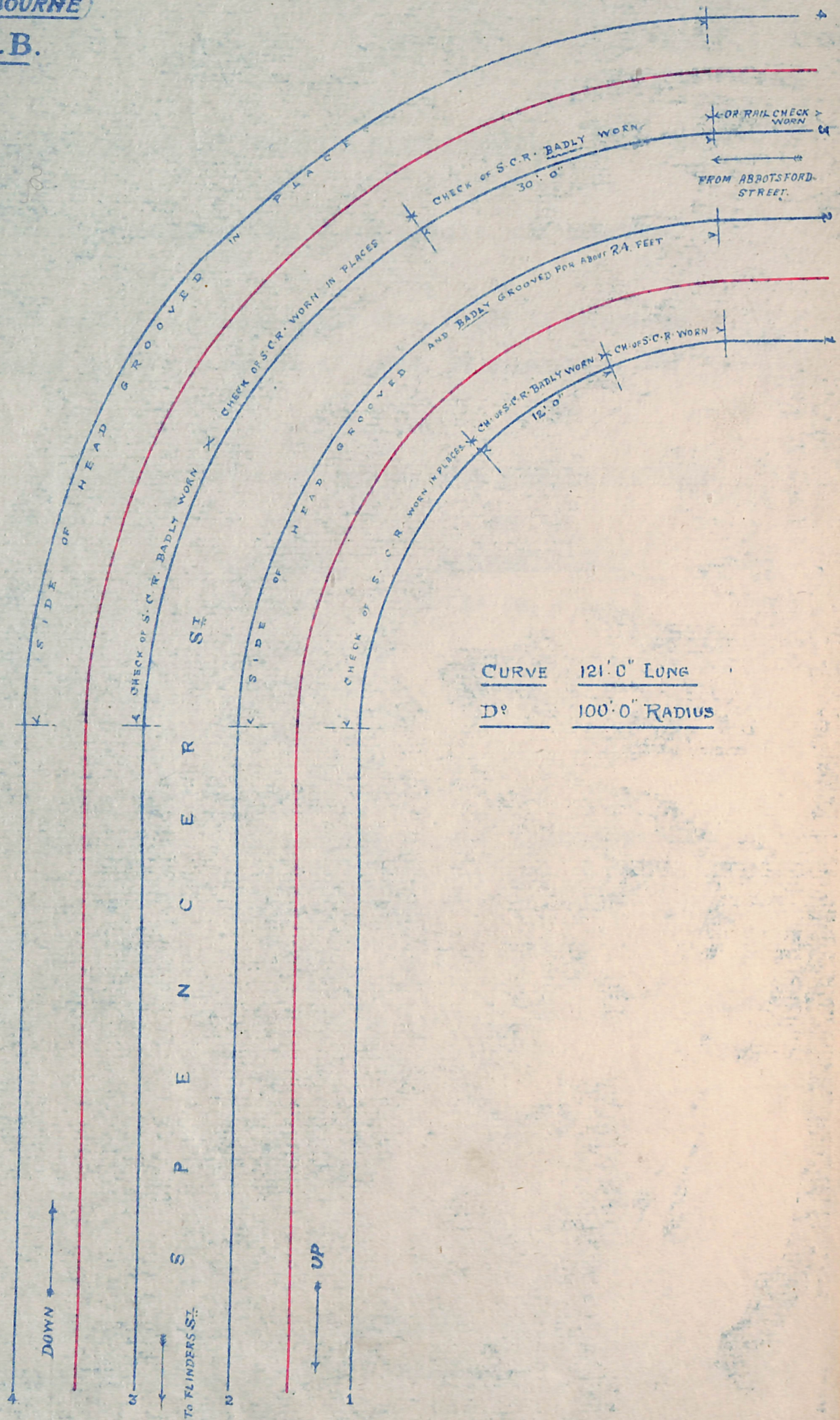
CURVE-JUNCTION OF SPENCER S^T

WITH ABBOTSFORD S^T.

LINE. 5.

(WEST MELBOURNE)

PLAN 2.B.



SLIGHT CURVE · SPENCER ST

OPPOSITE HAWKE ST

LINE 5.

DESCRIPTION B 3.

CURVE - SPENCER STREET (opposite HAWKE STREET).

1. The ordinary rail-checks of Nos. 2 and 4 Rails, are slightly worn in places.
2. The sides of heads of opposite rails (Nos. 1 and 3) are grooved for a length of about 40 feet in centre of Curve, as a result of the above check-wear.

CLEARANCES, between flange and bottom of groove, also SUPER-ELEVATIONS, taken April 7th.1916.

	<u>CLEARANCE</u>	<u>SUPER-ELEVATION</u>
No. 1 Rail	.209	2" (R. & L.B.)
No. 2 "	.318	
No. 3 "	.271	2" H
No. 4 "	.279	

DATE OF CURVE RAIL RENEWALS:

Full Renewal, both Tracks Rails 1, 2, 3 and 4 Septr.28th.1910.

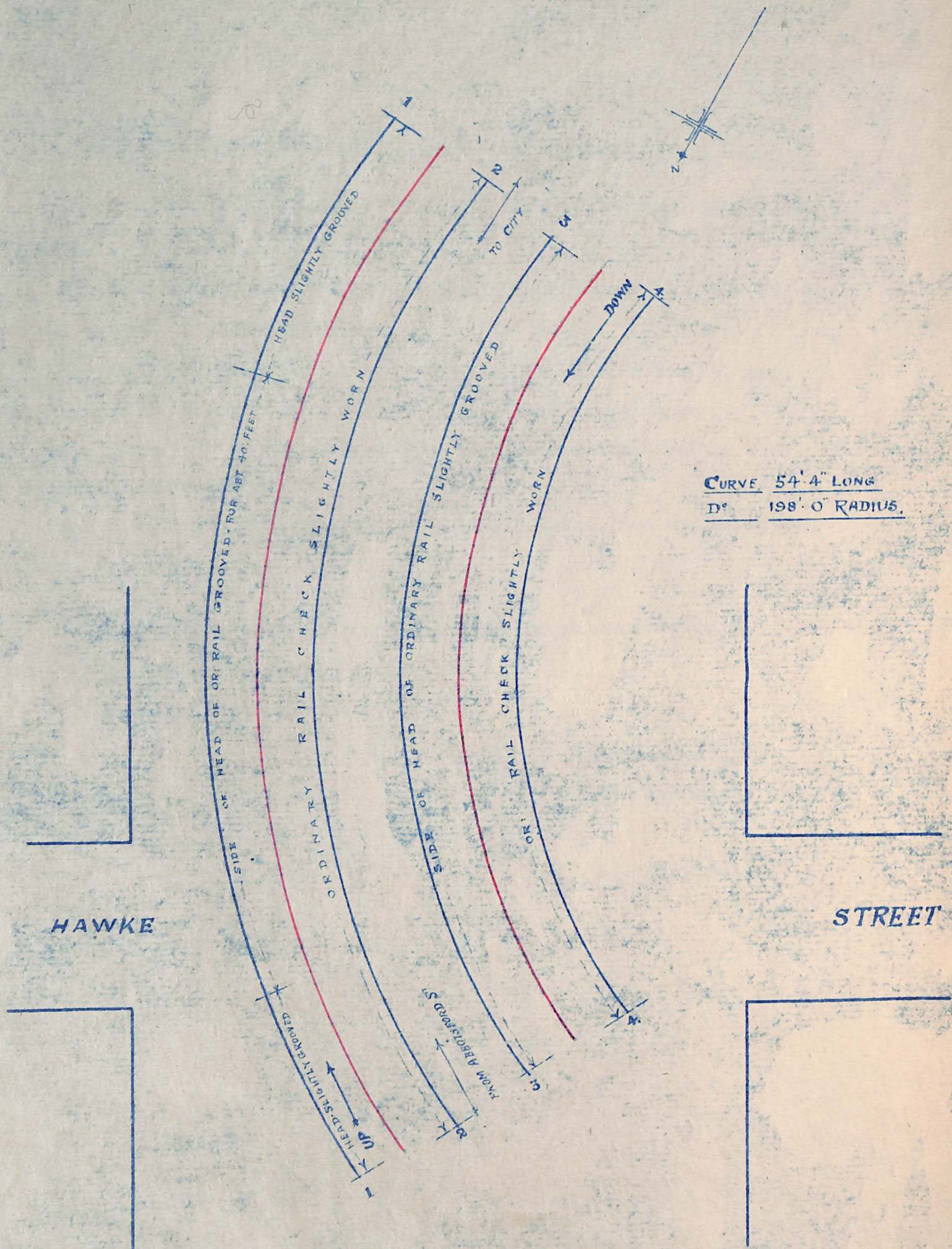
Length of Curve .. 54' 4"
Radius do .. 198' 0"

DATE First Inspected .. May 29th.1916.

DATE Last Inspected .. July 4th.1916.

SLIGHT CURVE · SPENCER ST

OPPOSITE HAWKE ST



SLIGHT CURVE · SPENCER STREET.

OPPOSITE RODEN ST

LINE 5.
PLAN B 4

LINE 5.

DESCRIPTION B 4.

CURVE - SPENCER STREET opposite RODEN STREET.

1. The ordinary rail-checks of Nos. 2 and 4 rails, are badly worn in places.

The length (10' 6") of Special Check to ordinary rail, on No. 1 Rail (Up Track) is slightly worn.

2. The sides of heads of the opposite rails (Nos. 1 and 3) are badly grooved in places, as a result of the above check-wear.

3. No. 2 Rail is 75 mils lower than ~~xx~~ wheel-gauge, and is bottoming for about 16 yards.

No. 3 rail is 80 Mils lower than wheel gauge, and is bottoming for about 10 yards.

CLEARANCES, between flange and bottom of groove; also SUPER-ELEVATIONS, taken April 7th. 1916.

The sets of Tests are as follows :-

	<u>CLEARANCES</u>	<u>SUPER-ELEVATIONS</u>
No. 1 Rail	.217"	1" (Braking)
No. 2 "	0	
No. 3 "	0	1 $\frac{5}{8}$ " (Rolling)
No. 4 "	.155	

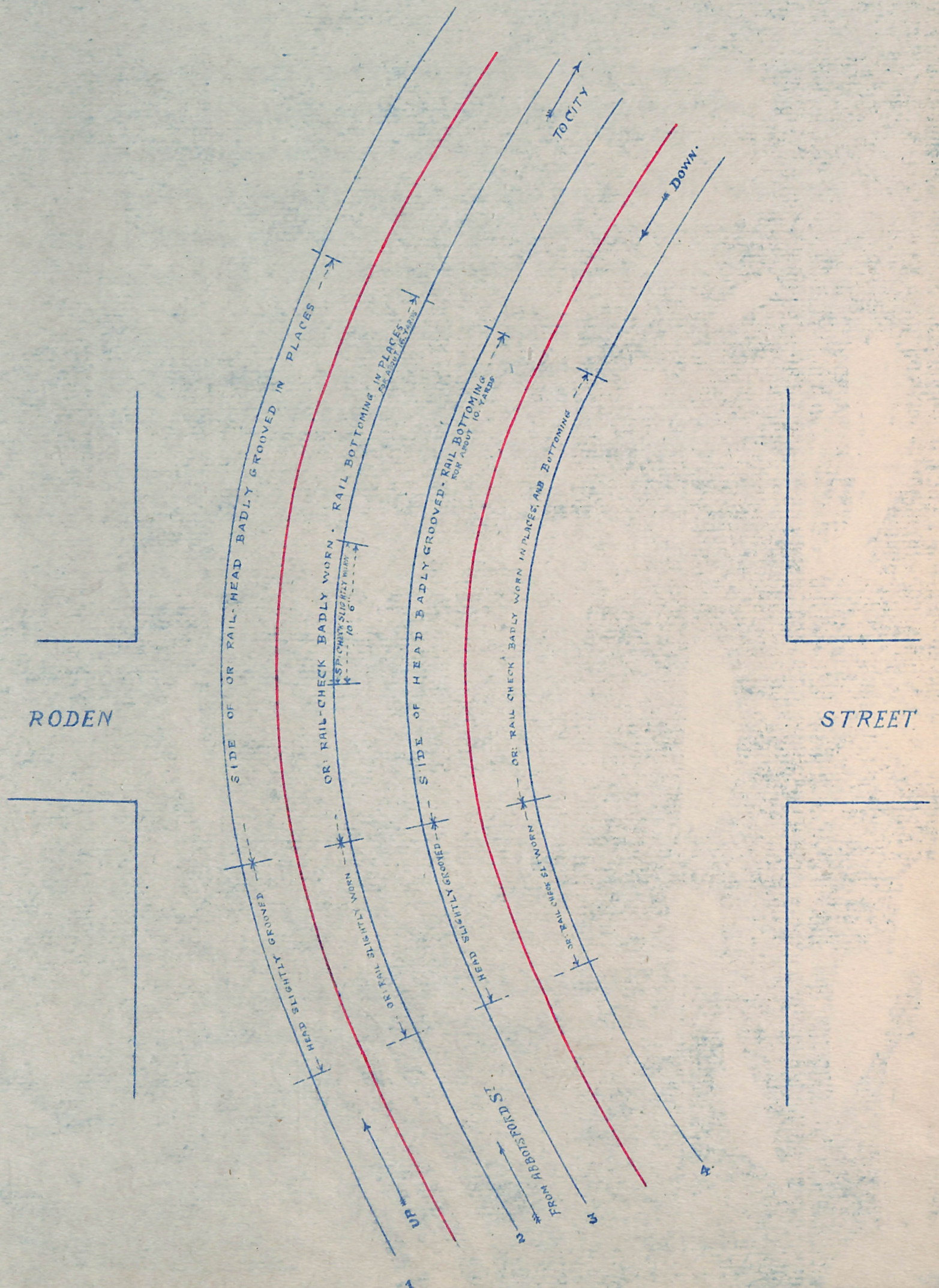
DATE First Inspected - May 29th. 1916.

DATE Last Inspected - July 4th. 1916.

SLIGHT CURVE · SPENCER STREET ·

OPPOSITE RODEN ST

LINE 5.
PLAN B4



SLIGHT CURVE · SPENCER ST

OPPOSITE STANLEY ST

LINE 5.

DESCRIPTION B 5.

CURVE - SPENCER STREET (Opposite STANLEY STREET).

1. The Ordinary Rail-Checks of Nos. 2 and 4 Rails are badly worn. The two lengths of Special Checks to ordinary rails (7' 0" long on No. 2, and 23' 0" long on No. 4) are worn.
2. The sides of heads of opposite rails (Nos. 1 and 3) are grooved to varying degrees, as a result of the above check-wear.
3. Nos. 2, 3 and 4 rails are "bottoming" in places.

CLEARANCES, between flange and bottom of groove, also

SUPER-ELEVATIONS, taken April 7th.1916 -

The Sets of Tests are as follows :-

	<u>CLEARANCES</u>	<u>SUPER-ELEVATION</u>
No. 1 Rail	.217	1 3/4" (R. & L.B.)
No. 2 "	.015	
No. 3 "	0	1 3/4" (R. & L.B.)
No. 4 "	.202	

DATE First Inspected - May 29th.1916.

DATE Last Inspected - July 4th.1916.

CURVE · SPENCER ST
OPP. ROSSLYN STREET

LINE 5.

DESCRIPTION B 6.

SLIGHT CURVE - SPENCER STREET opposite ROSSLYN STREET.

The ordinary Rail-Checks of Nos. 1, 2 and 4 Rails are badly worn away in places, - on No. 4 rail the check is worn to an amount of $\frac{3}{16}$ " and bottoming on the check for about 9 yards. No. 2 Rail has a short piece of Special Check fitted to the ordinary rail, 12 feet long, and a length of 11 feet to No. 4 Rail. These special checks are slightly worn.

The Tread of No. 1 Rail is beaded over in places.

No. 2 Rail is 37 mils lower than gauge, and bottoming for 14 yards.

No. 3 Rail is very badly worn, is 64 mils lower than gauge, and bottoming for 10 yards.

CLEARANCES taken, April 6th.1916, between flange and bottom of groove, also SUPER-ELEVATIONS are as follows :-

	<u>CLEARANCE</u>	<u>SUPER-ELEVATION</u>
No. 1 Rail	.140	
No. 2 "	0	2" (R)
No. 3 "	0	
No. 4 "	.186	$1\frac{1}{4}$ " (R)

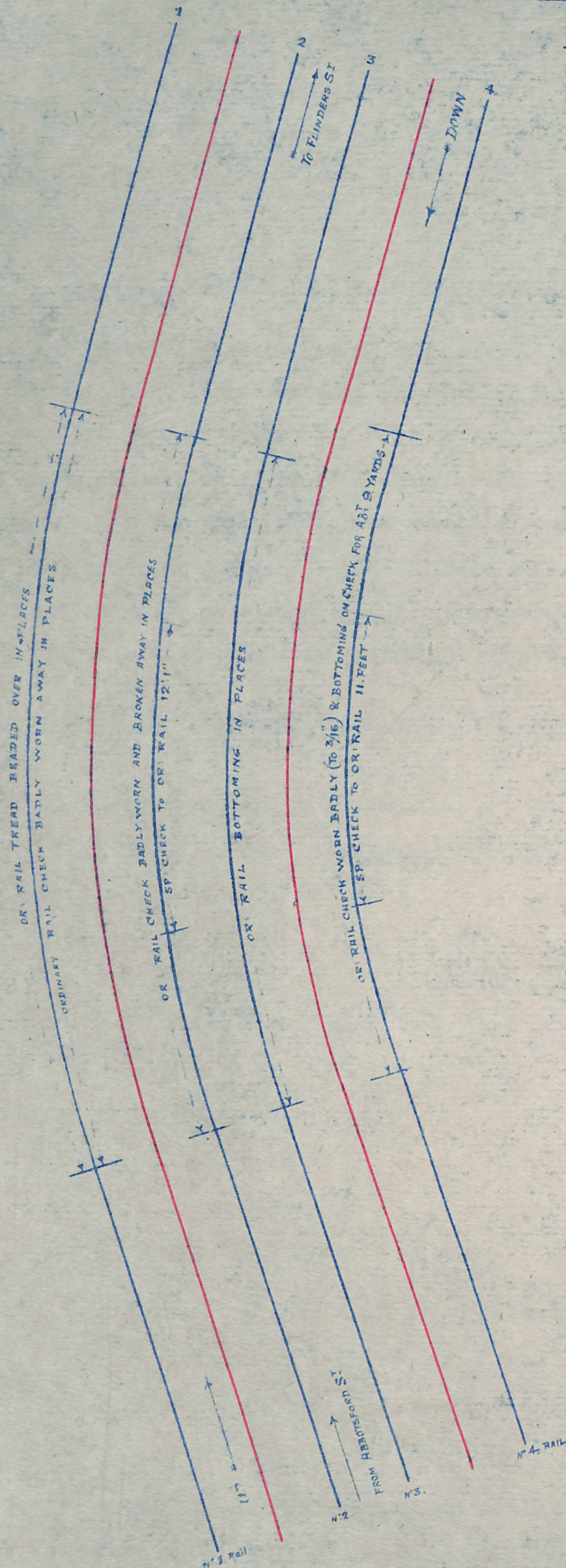
DATE First Inspected - May 5th.1916.

DATE Last Inspected - July 4th.1916.

CURVE · SPENCER ST^T
OPP: ROSSLYN STREET

ROSSLYN

STREET



SLIGHT CURVE

SPENCER ST

OPPOSITE DUDLEY ST

LINE 5

SECTION B 7

LINE 5.

DESCRIPTION B 7.

CURVE - SPENCER STREET (nearly opposite DUDLEY STREET).

1. The ordinary rail-checks of Nos. 2 and 4 Rails are slightly worn, also the two short lengths of Special Checks, 10' 3" and 14' 3" to Nos. 2 and 4 rails, respectively, are worn to varying degrees. The special check to No. 2 Rail is loose. A short length of No. 4 Rail has the ordinary rail-check badly worn, and wheel is bottoming on check.
2. The sides of Heads of opposite rails (Nos. 1 and 3) are grooved to varying amounts, as a result of the above check-wear.
3. Nos. 2 and 3 rails are bottoming in places.

CLEARANCES taken April 6th. 1916, between flange and bottom of groove.

The tests taken are as follows :-

	<u>CLEARANCES</u>	<u>SUPER-ELEVATION.</u>
No. 1 Rail	.148	$1\frac{3}{4}"$ (R. & B.)
" 2 "	0	
" 3 "	0	$1\frac{1}{2}"$ (R. & L.B.)
" 4 "	.209	

DATE First Inspected - May 5th. 1916.

DATE Last Inspected - July 4th. 1916.

SLIGHT CURVE

SPENCER ST

OPPOSITE DUDLEY ST

LINE 5.
SECTION B 7.

