

RATHDOWN STREET

SHUNTS & TURN-IN to DEPOT.

LINE 7.

DESCRIPTION 1.

SHUNTS (2) at TERMINUS, RATHDOWN STREET.

and "TURN-IN" to TRAMCAR DEPOT, RATHDOWN STREET.

1. The checks of Special Check-Rails of the four Inner Curves of Dummy and Trailer Shunts, also check of Outer Curve of "Turn-In" to Car Depot, are worn to varying amounts.
2. The sides of heads of the four Outer Curves of Dummy and Trailer Shunts, also side of head of Inner Curve of "Turn-In" to Car Depot, are grooved as a result of the above check-wear.
3. 8 of the ten heels of Points to Shunts and "Turn-In", are loose, of bad fit, and rocking. Tongues are worn to varying degrees, and in some cases badly so.
4. The ordinary rail-check of No. 2 Straight-rail (between Dummy and Trailer Shunts) is worn, whilst the side of head of opposite (No. 1) Rail is badly grooved, as a result of the above check-wear.
5. At the Crossing intersections, also at intersections of slot-rails with tram-rails, hammering is taking place to varying amounts, and at some places it is very considerable.
6. Hammering is taking place, to varying degrees, at joints of Tram-rails, adjacent to Crossing-intersections, and Points.
7. Gauge, between Nos. 3 and 4 Rails, Down Track, (opposite Car-House Door) is $1\frac{1}{8}$ " tight.
8. The two rails of "Turn-In" to Car Depot are bottoming in places, and inner-rail tread is 40 mils lower than wheel gauge.

CLEARANCES, between flange and bottom of groove, also SUPER-

ELEVATIONS, taken April 29th. 1916.

The Sets of Tests taken are as follows :-

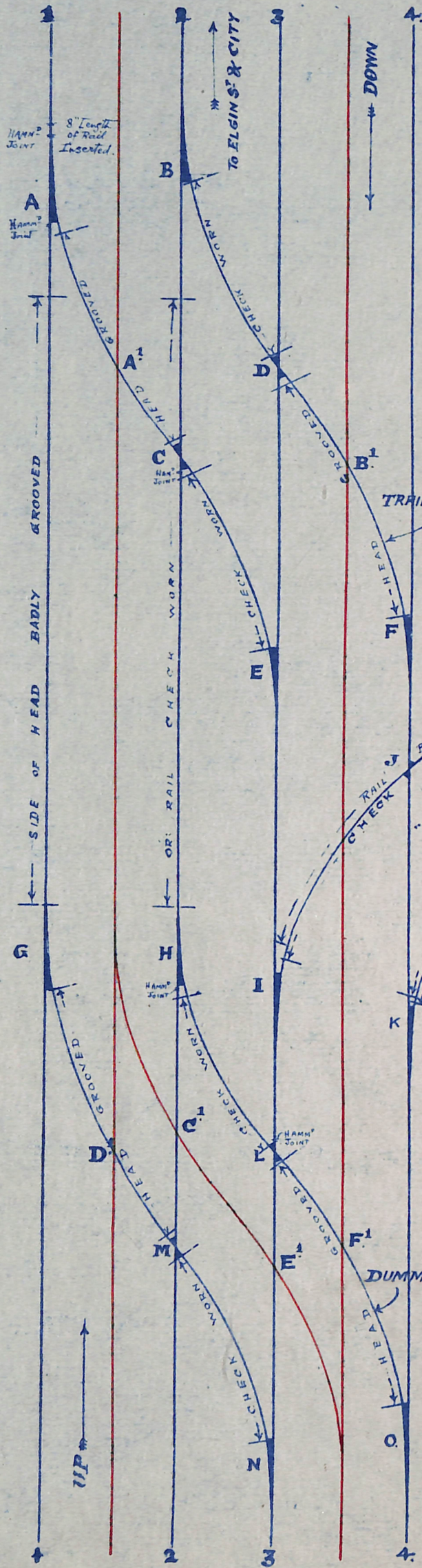
	Opposite Car House Door	Bet. 730 & 732 Ter.)	At Terminus Rathdown St. (nr. opp. small door)	"Turn-In" to Car House
	SUPER-CLEARANCES	SUPER-ELEVATIONS	SUPER-CLEARANCES	SUPER-ELEVATIONS
No. 1 Rail	.225	-	.109"	0"(Inner)
No. 2 "	.310	1 1/2 (R)	.047	7/8 (R) .171"
No. 3 "	.256	3/4 (R)	-	1 (R) 0"(Outer)
No. 4 "	.078	-	-	-

DATE First Inspected - April 26th. 1916.

DATE Last Inspected - July 4th., 1916.

RATHDOWN STREET

SHUNTS & TURN-IN TO DEPÔT.



- Heel Rocking Badly
- A Tongue Badly Worn.
Heel loose fit, + Rocking.
- B. Tongue Worn.
- C Bad Hammering at Intersections.
- D -
- E Heel Rocking. Tongue Worn.
- F D. Rocking. Tongue Worn.
- G Point Badly Worn
- H D. D. D.
- I Heel Rocking. Tongue Worn.
- J Hammering at Intersections.
- K Heel Rocking. Tongue Worn
- L Slight Hammering at Intersections.
- M Hammering at Intersections.
- N Heel Rocking. Tongue Worn.
- O Heel Rocking Badly.
Tongue B. Worn.
- A¹ Slight Hammering at Intersections.
- B¹ -
- C¹ -
- D¹ Bad Hammering at Intersections
- E¹ -
- F¹ Hammering at Intersections.

CURVE AND JUNCTION AT JUNCTION OF RATHDOWN

WITH ELGIN STREETS

LINE 7.

DESCRIPTION 2.

- Head of P^c Casting Dia. Grooved.
- Tongue Worn
- CURVE and JUNCTION - at JUNCTION of RATHDOWN STREET with ELGIN STREET.
- B Heel Rocking Slightly. Tongue St. Worn
- C Heel Rocking. Tongue Worn
1. D The Checks of Special Check-rails of Nos. 2 and 4 Rails, are worn to varying amounts, and badly so in places. Check to No. 2 Check-rail requires renewing.
2. F The sides of heads of opposite rails (Nos. 1 and 3) are badly grooved in places as a result of the above check wear.
3. H Three of the 4 heels of Points are of loose fit, and rocking. There is also diagonal wear on two of the treads of Point-Castings. Tongues are worn to varying degrees.
4. At the Crossing-Intersections, also at intersections of slot-rails with tram-rails, hammering to varying amounts is taking place.
5. There is also hammering at joints of Tram-rails, adjacent to Rail-crossings and Points.

CLEARANCES between flange and bottom of groove, also SUPER-ELEVATIONS, taken April 29th. 1916.

CURVE	115' 3" LONG	CLEARANCES	SUPER-ELEVATIONS.
65' 6" } R	No. 1 Rail	.434"	3 1/2" (R)
80' 0" }	No. 2 "	.465"	
	No. 3 "	.419"	1 1/4" (R)
	No. 4 "	.465"	

DATES OF CURVE RAIL RENEWALS

Full Renewal, Both Tracks - Nos. 1, 2, 3 and 4 Rails - Sept. 30th. 1912

Length of Curve 115' 3"

Radius " " 65' 6" }
80' 0" }

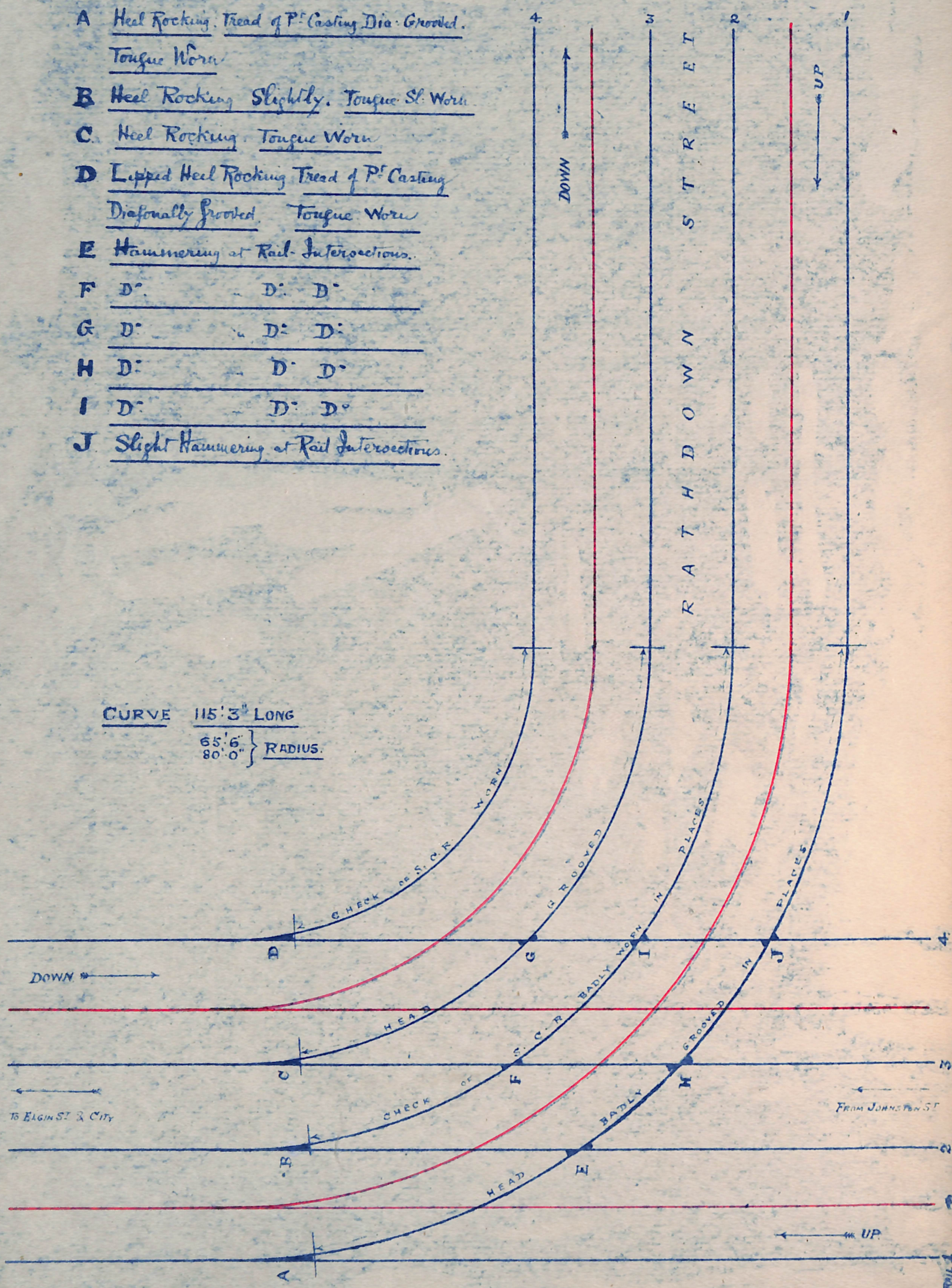
DATE First Inspected - April 27th. 1916.

DATE Last Inspected - July 4th. 1916.

CURVE AND JUNCTION AT JUNCTION OF RATHDOWN

WITH ELGIN STREETS

- A Heel Rocking. Tread of P^r Casting Dia. Grooved.
Tongue Worn
- B Heel Rocking Slightly. Tongue Sl. Worn
- C Heel Rocking. Tongue Worn
- D Lipped Heel Rocking Tread of P^r Casting
Diagonally Grooved. Tongue Worn
- E Hammering at Rail Intersections.
- F D^r D^r D^r
- G D^r D^r D^r
- H D^r D^r D^r
- I D^r D^r D^r
- J Slight Hammering at Rail Intersections.



DOUBLE SHUNTS AT TERMINUS

SWANSTON STREET - NEAR JUNCTION WITH

QUEENSBERRY STREET

LINE 8.

A DESCRIPTION OF SCHEDULE OF SHUNTS.

CROSSINGS AND CURVES.

DOUBLE SHUNTS AT TERMINUS OF ST. KILDA LINE AND TOORAK LINE

(NORTH OF RIVER YARRA) SWANSTON STREET, OPPOSITE JUNCTION

TOORAK LINE.

No. 8.

NOTE. - Portion of this Line between Terminus Swanston Street and centre of Princes Bridge, included in Northern section.

1. Double Shunts at Terminus Swanston Street (near Junction with Queensberry Street)
2. Curve, in Swanston Street opposite Franklin Street.
3. Emergency Shunts (2), Swanston Street, opp. Flinders Street Station.

At the Crossing-intersections, also at intersections of Street-rails with Tram-rails, hammering to varying amounts is taking place. The sides of Treads of castings of rail-crossings, in several cases, are grooved.

10 of the Joints of tram-rails, adjacent to Crossing Intersections, and Points, are wide, and in many cases are hammered.

DATE First Inspected - June 14th. 1916.

DATE Last Inspected - July 4th. 1916.

DOUBLE SHUNTS AT TERMINUS

SWANSTON STREET · NEAR JUNCTION WITH

QUEENSBERRY STREET

A LINE 8. *Tongue Worn*

DESCRIPTION 1.

B DOUBLE SHUNTS at TERMINUS of ST. KILDA LINE and TOORAK LINE
 (NORTH OF RIVER YARRA) SWANSTON STREET, opposite JUNCTION
 C Hammering at Rail Intersection with QUEENSBERRY STREET.

D Bad Hammering at D. D.

1. E The Checks of Special Check-rails of the four Inner Curves of
Dummy and Trailer Shunts are worn. The sides of heads of the four
 F opposite Rails (Outer Curves) are grooved to varying amounts, and
badly so in places, as a result of the above Check-wear.

2. G The Cross-over(Outer) rail, adjacent to No. 2 Rail(Up Track)
is bottoming for about 5 yards, and Tread is 51 mils lower than gauge.

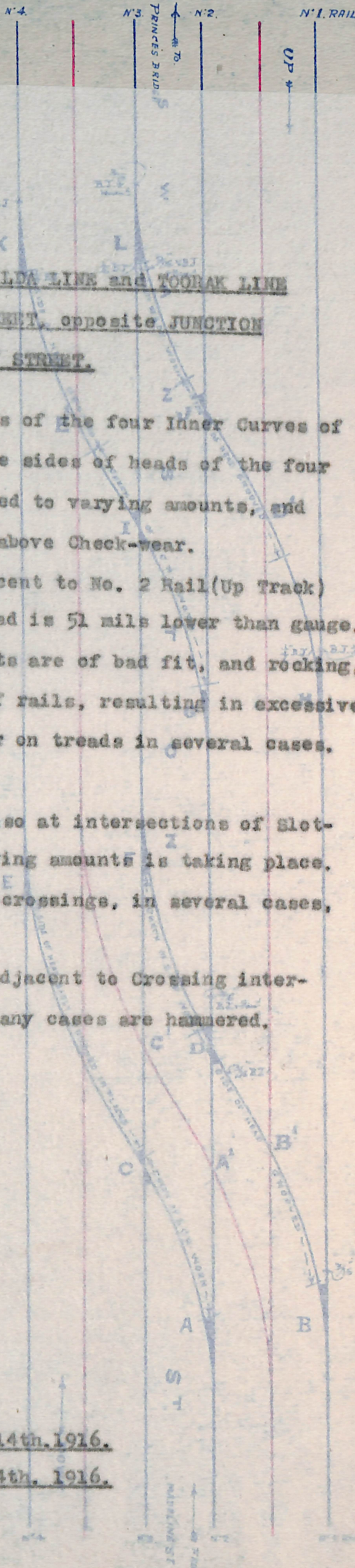
3.7- H 7 of the heels of the Eight Points are of bad fit, and rocking,
and several of these are below levels of rails, resulting in excessive
 I hammering. There is also diagonal wear on treads in several cases.
 J Tongues are worn to varying degrees.

4. K At the Crossing-intersections, also at intersections of Slot-
rails with Tram-rails, hammering to varying amounts is taking place.
 L The sides of Treads of castings of rail-crossings, in several cases,
are grooved.

5. A 10 of the Joints of tram-rails, adjacent to Crossing inter-
 B sections, and Points, are wide, and in many cases are hammered.
 C Hammering at Rail Intersection
 D Hammering at Rail Intersection
 E Hammering at Rail Intersection

DATE First Inspected - June 14th. 1916.

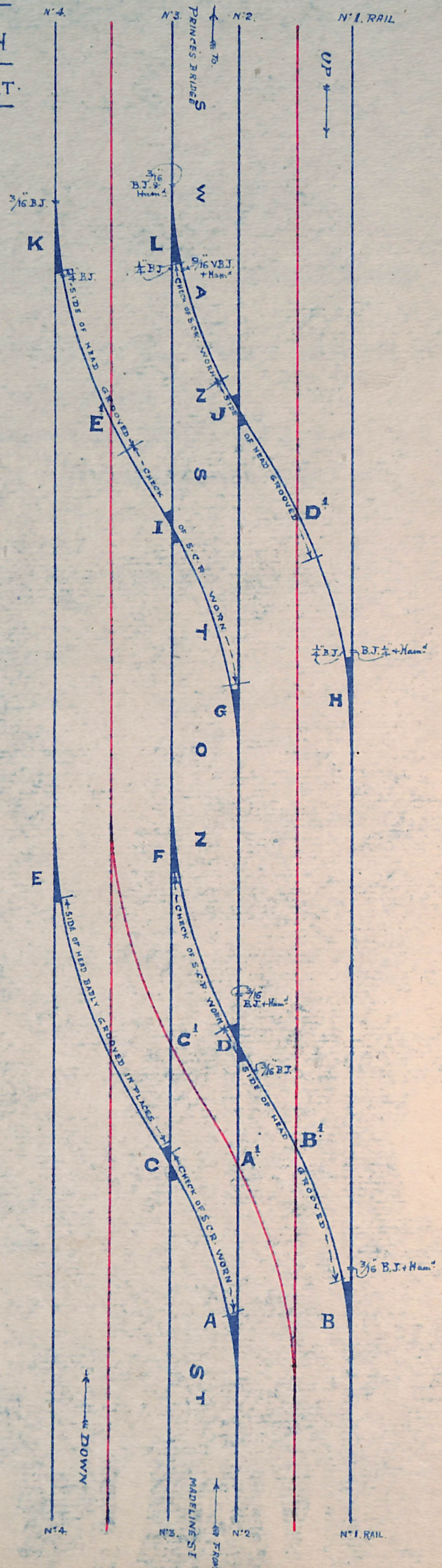
DATE Last Inspected - July 4th. 1916.



DOUBLE SHUNTS AT TERMINUS

SWANSTON STREET · NEAR JUNCTION WITH
QUEENSBERRY STREET.

- A { Heel Rocking . Tongue Worn
 Tread of Point-Casting Badly Worn.
- B { Heel Rocking . Tongue Worn.
 Tread of Point-Casting Badly Worn.
- C Hammering at Rail Intersections.
- D Bad Hammering at D° D°
- E { Heel Rocking . Tongue Worn.
 Point-Casting Worn
- F Heel Rocking . Tongue Worn
- G { Heel Rocking . Tongue Worn.
 Tread of Point-Casting Badly Worn.
- H { Heel Rocking . Tongue Worn, and High at Heel.
 Tread of Point-Casting Worn.
- I
- J
- K { Heel below level of Rail, and Rocking.
 Tongue Worn.
- L
- A¹ Hammering at Rail and Slot Intersection.
- B¹ { Hammering - D° - D° D°
 Side of Tread of Rail Grooved.
- C¹ Hammering at Rail Intersections.
- D¹
- E¹



CURVE SWANSTON STREET

— OPPOSITE FRANKLIN ST —

LINE 8.

DESCRIPTION 2.

CURVE SWANSTON STREET (opposite FRANKLIN STREET)

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

CLEARANCES, between flange and bottom of groove, also SUPER-ELEVATIONS, taken April 26th, 1916 -

The sets of Tests are as follows :-

	<u>CLEARANCE</u>	<u>SUPER-ELEVATION.</u>
No. 1 Rail	.225	1 5/8" (R)
No. 2 "	.256	
No. 3 "	.233	5/8" (R. & L.B.)
No. 4 "	.225	

DATES OF CURVE RAIL RENEWALS.

Full Renewal, both tracks - Rails 1, 2, 3 and 4 - October 26th, 1906.

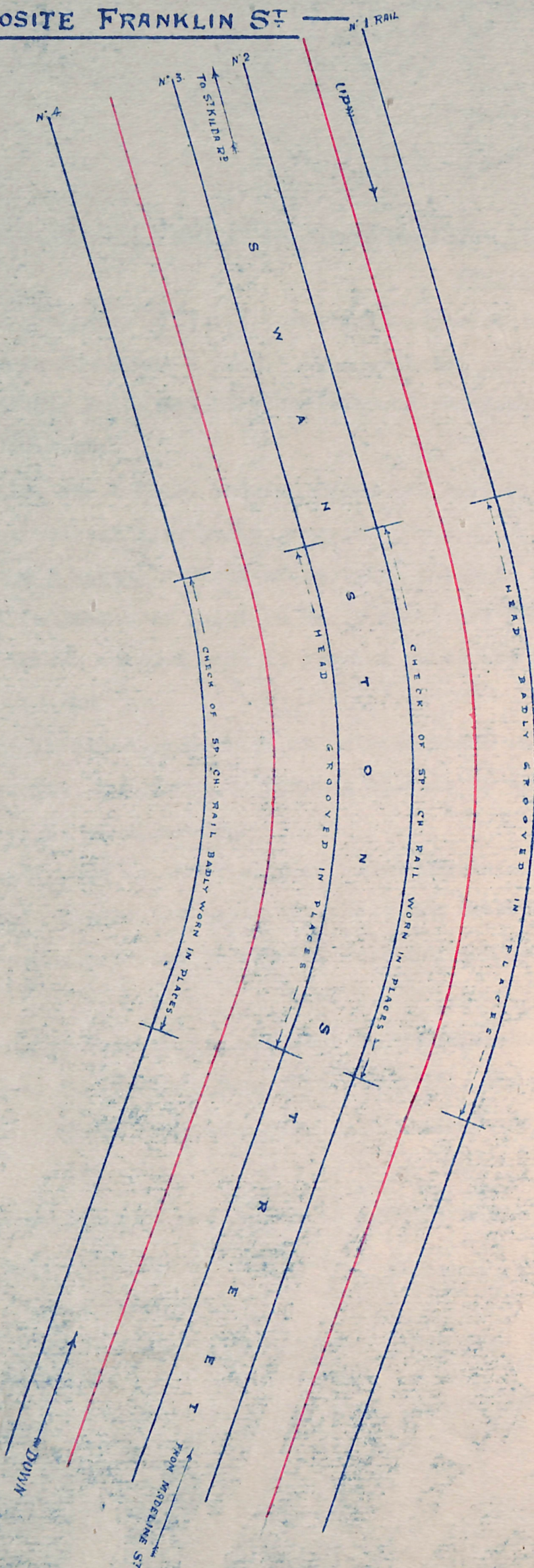
Date First Inspected - June 14th, 1916.

Date Last Inspected - July 4th, 1916.

LINE 8 PLAN 2

CURVE SWANSTON STREET

— OPPOSITE FRANKLIN ST —



SWANSTON STREET

OFF FLINDERS STⁿ STATION-

DESCRIPTION 3.

TWO EMERGENCY SHUNTS - SWANSTON STREET (OPP. FLINDERS STREET
STATION).

1. The ordinary rail-checks of No. 1 (Up-Track) adjacent to Point of Dummy-Shunt, are worn for about 9 feet. The ordinary rail-check of No. 3 (Down Track) between Point and Rail-crossing of Dummy-Shunt is badly worn for about 20 feet.

A short length of No. 2 Rail, between Point and rail-crossing of Trailer-Shunt, has the side of head badly grooved.
2. Nos. 1, 2, 3 and 4 Rails. These rails, also a length of Curved rail of Trailer-Shunt (adjacent to Point on No. 3 Rail) are pumping in six places. Paving Blocks on each side of pumping rails are loose, and tarred surface shattered.
3. At the Crossing-intersections, also at intersections of xkx slot-rails with tram-rails, hammering to varying amounts is taking place, and in places it is considerable.
4. There is diagonal wear on the Treads of Point Castings in several cases, whilst in places the sides of Treads are grooved to varying amounts. Tongues are worn to varying degrees, and in most cases badly so.
5. 10 of the Joints of Tram-rails, adjacent to Crossing-intersections and Points, are wide, (varying from $3/16"$ to $3/8"$), and in many cases, are hammered. There is also hammering taking place at some of the other joints.

CLEARANCES, between flange and bottom of groove, also

SUPER-ELEVATIONS. taken April 16th, 1916.

The Sets of Tests are as follows :-

	<u>CLEARANCE</u>	<u>SUPER- ELEVATION</u>	<u>CLEARANCE</u>	<u>SUPER- ELEVATION</u>	<u>CLEARANCE</u>	<u>SUPER- ELEVATION</u>
	Princes Bridge at South Shunt		Princes Bridge North of Points		Centre of North Shunt	
No. 1 Rail	.233		.217			
No. 2 "	.147	O (R)	.093	O (R)		
No. 3 "	.116	O (R)	.217	O (R)		
No. 4 "	.217		.155			

No. 4 Rail is bottoming for 6 yards.

DATE First Inspected - Febry.18th.1917

EMERGENCY SHUNTS

SWANSTON STREET

OPP. FLINDERS ST. STATION.

- A { Side of
Head of Point-Casting Diagonally Grooved.
Thread Very Badly Hammered.

B Tongue Badly Worn

C Bad Hammering at Rail Intersections

D Bad Hammering at D° D°

E { Side of Thread of Point-Boring Grooved
Tongue Very Badly Worn.

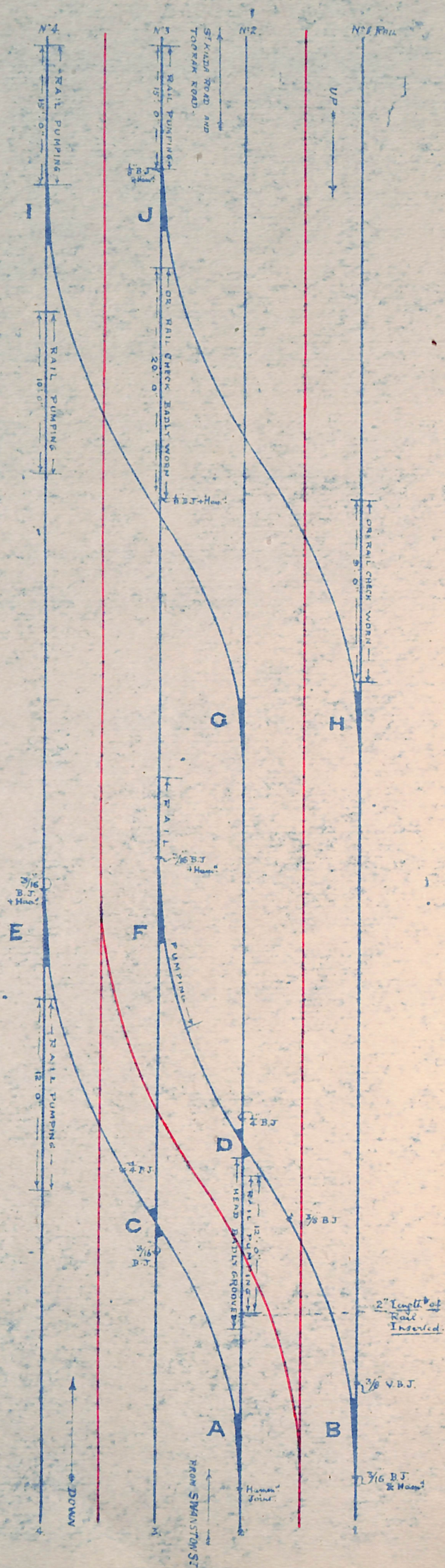
F { Rail Thread Diagonally Grooved.
Tongue Badly Worn

G

H Tongue Badly Worn.

I Tongue Badly Worn.

J



LINE 10.

DESCRIPTION 1.

CURVE and JUNCTION - JUNCTION of COLLINS ST. with MARKET ST.

CURVE at JUNCTION with COLLINS ST.

1. The checks of special check-rails of Nos. 2 and 4 Rails, are worn to varying degrees, and badly so in places.

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

SCHEDULE OF SHUNTS.

CROSSINGS AND CURVES.

3. Three of the 4 heels of Points are of loose fit, and racking. There is also diagonal wear on treads of Point-Castings.

PORT AND SOUTH MELBOURNE LINES.

No. 10.

NOTE. Portion of this line from Market Street curve (at point opposite Building-line, Collins Street) to centre of Queen's Bridge, is included in Northern Section. Working is taking place, to varying amounts, and in places it is considerable.

5. 5 of the joints of tram-rails adjacent to rail-crossings and

1. Curve, and Junction of Collins Street with Market Street.

2. Emergency Shunts (2). Market Street.

3. Curve. Georgie Moray Street. (Between Railway Bridge and Queen's Bridge. Street, adjacent to curve, ordinary rail-checks of these rails are worn.

A short length of No. 2 rail, near centre of Curve (between Nos. 1 and 2 Rails), Collins St. Line, also a short length of No. 1 Rail (Up Track) Collins St. Line, adjacent to Point, are each punching, and fishplates are presumably loose.

Clearances between flange and bottom of groove, also REPORT-ELEVATIONS, taken May 9th. 1916.

The tests, taken through centre of Curve, are as follows:-

CLEARANCES REPORT-ELEVATIONS.

No. 1 Rail	.434"	1 3/4" (R)
No. 2 "	.403"	1 1/4" (R)
No. 3 "	.318"	1 1/2" (R)
No. 4 "	.217"	

REPAIRS OF CURVE RAIL MATERIALS.

NOTE. This Curve has never been all renewed at any one time, but in sections only, extending over a period from November 11th. to April 1915. - The last renewal being 45 feet of Cast-plate to No. 4 Rail on April 28th. 1915.

DATE FIRST INSPECTED - April 10th. 1916.

DATE LAST INSPECTED - July 5th. 1916.

← DOWN

LINE 10.

DESCRIPTION 1.

CURVE and JUNCTION - JUNCTION of COLLINS ST. with MARKET ST.

CURVE AT JUNCTION WITH COLLINS ST.

1. The checks of special check-rails of Nos. 2 and 4 Rails, are worn to varying degrees, and badly so in places.
2. The sides of heads of opposite rails (Nos. 1 and 3) are grooved to varying amounts, and badly so in places, as a result of the above check-wear.
3. Three of the 4 heels of Points are of loose fit, and rocking. There is also diagonal wear on treads of 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, and in places it is considerable.
5. 5 of the joints of tram-rails adjacent to rail-crossings and Points are wide, varying from $1/4"$ to $1/2"$, and in several cases are badly hammered.
6. Paving is loose in places, and tarred surface shattered.

Gauge between Nos. 3 and 4 straight rails (Down Track) Market Street, adjacent to curve, is $1/4"$ wide. Ordinary rail-checks of these rails are worn.

A short length of No. 2 rail, near centre of Curve (between Nos. 1 and 2 Rails), Collins St. Line, also a short length of No. 1 Rail (Up Track) Collins St. Line, adjacent to Point, are each pumping, and fishplates are presumably loose.

CLEARANCES between flange and bottom of groove, also SUPER-ELEVATIONS, taken May 9th. 1916.

The tests, taken through centre of Curve, are as follows :-

CLEARANCES SUPER-ELEVATIONS.

No. 1 Rail	.434"	1 3/4" (R)
No. 2 "	.403"	
No. 3 "	.318"	2 1/4" (R)
No. 4 "	.217"	

DATES OF CURVE RAIL RENEWALS.

NOTE. This Curve has never been all renewed at any one time, but in sections only, extending over a period from November 11th. to April 1915. - The last renewal being 45 feet of Guard-plate to No. 4 Rail on April 28th. 1915.

DATE FIRST INSPECTED - April 30th. 1916.

DATE LAST INSPECTED - July 5th. 1916.

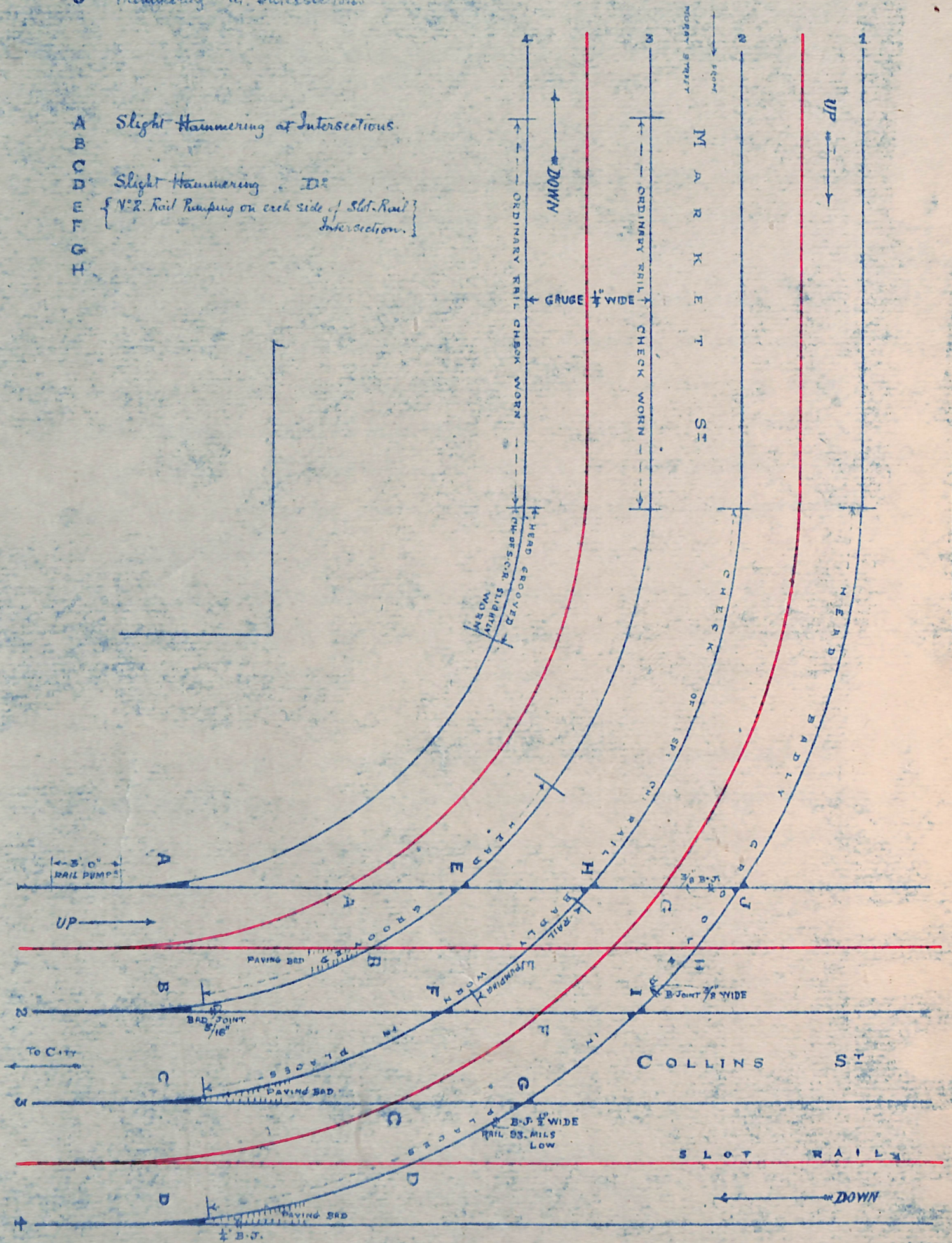


MARKET STREET

CURVE AT JUNCTION WITH COLLINS ST

- A Lipped Heel F.G. Fit. Tongue Worn
- B Heel Rocking. Tongue Worn
- C Heel Rocking Slightly. Tongue Worn
- D Heel D^o Slightly. Tongue Worn
- E Hammering at Intersections.
- F Hammering at Intersections
- G Slight Hammering at Intersections.
- H Bad Hammering at Intersections.
- I Bad Hammering. D^o
- J Hammering at Intersection

- A Slight Hammering at Intersections.
- B Slight Hammering. D^o
- C { V.R. Rail Pumping on each side of Slot-Rail }
- D { Intersection. }
- E
- F
- G
- H
- I
- J



MARKET S^I SHUNTS

LINE 10.

DESCRIPTION 2.

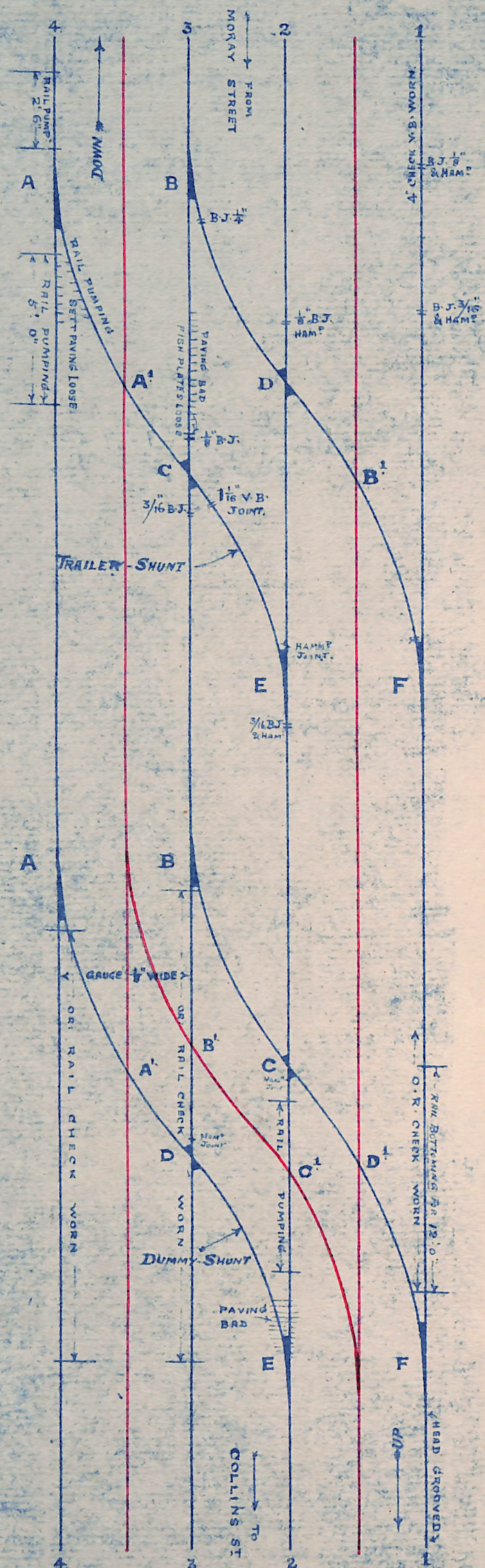
EMERGENCY SHUNTS (2) - MARKET STREET.

1. The Gauge of Nos. 3 and 4 (straight) rails, adjacent to Points of Dummy Shunt, is $1/8"$ too wide, resulting in the ordinary checks of these rails being worn.
2. The ordinary rail-check of No. 1 Rail, for about 15 feet, is worn, and this rail is bottoming for about 12 feet. The side of head of No. 1 Rail, adjacent to Point of Dummy Shunt, (on North Side) is grooved.
3. Nos. 2, 3 and 4 Rails. Lengths of rails, in five places, are pumping, and fishplates are presumably loose. Paving on each side of pumping rails is loose, and in places the Stone Setts have very wide joints, and Tarred surface is shattered.
4. 5 of the heels of Points are of bad fit, and are rocking. There is diagonal wear on tread of one of the Point-Castings. Tongues are worn to varying amounts.
5. At the Crossing-intersections, also at intersections of slot-rails with tram-rails, hammering is taking place to varying degrees, and in places badly so. No. 2 Rail, at its intersection with slot-rail, is cracked.
6. 8 of the Joints of Tram-rails, adjacent to rail-crossings and Points, are wide, varying from $1/8"$ to $1\frac{1}{16}"$, and in several cases, are badly hammered. There is also hammering of some of the other joints, to varying degrees.

DATE First Inspected - April 30th. 1916.

DATE Last Inspected - ~~xxxx~~ July 4th. 1916.

- A
- B
- C { Points Badly Hammered. Rail at
Intersection with Slot-Rail, Cracked.
D Stone-Setts. very Wide joints. Surface Bad



CURVE MORAY ST

LINE 10.

DESCRIPTION 3.

CURVE - MORAY STREET (between QUEEN'S BRIDGE and RAILWAY BRIDGE)

1. The Checks of Special check-rails of Nos. 1 and 3 Rails are badly worn over the greater portion of length of curve. Special checks are loose and ineffective in places.
2. The sides of heads of opposite rails (Nos. 2 and 4) are badly grooved in places, as a result of the above check-wear.

CLEARANCES between flange and bottom of groove, also
SUPER-ELEVATIONS, taken Aug 10th.1916.

The tests, taken through centre of curve, are as follows :-

	<u>CLEARANCES</u>	<u>SUPER-ELEVATIONS.</u>
No. 1 Rail	.310"	-
No. 2 "	.250"	1" (Rolling)
No. 3 "	.403"	-
No. 4 "	.233"	5/8" (Rolling)

DATES OF CURVE RAIL RENEWALS.

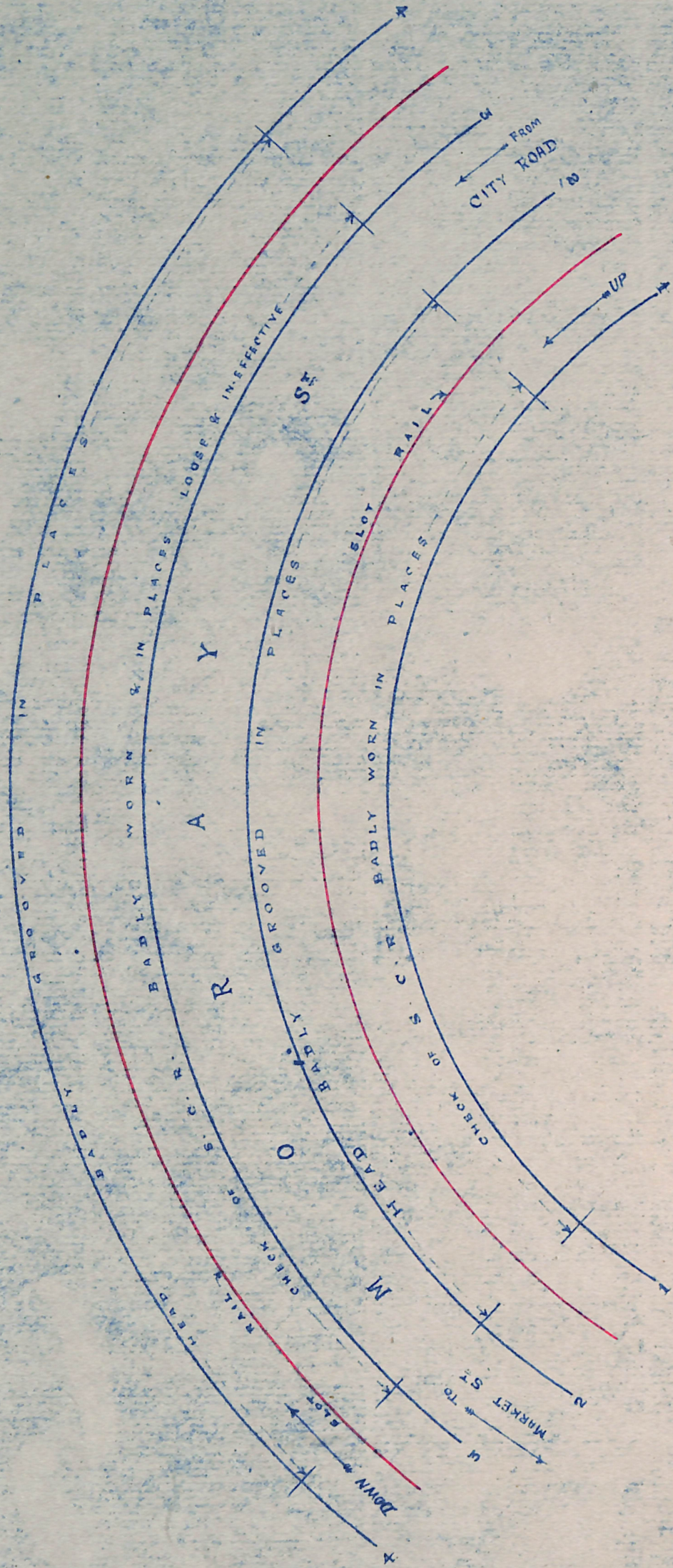
Renewal of Full Curve rails Nos. 2, 3 and 4 - November 10th.1908.

45' of Guard-Plate renewed to No. 1 Rail - May 27th.1915.

DATE First Inspected - May 28th.1916.

DATE Last Inspected - July 5th.1916.

CURVE · MORAY S^I



DeLuxe Line

of Loose-Leaf Devices.



NAME

*Chicago Screw
Binder*

SANDS & McDUGALL PTY. LTD.,
Dept. of Modern Office Equipment,
365 COLLINS STREET, MELBOURNE,
and at Perth, Adelaide, and Sydney.

In re-ordering this Binder it is necessary only to give No. and Date.

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24/7/77

