VICTORIAN RAILWAYS.

CARLSRUHE & DAYLESFORD LINE

SCALES HORIZONTAL 4 CHAINS TO AN INCH
VERTICAL ,- 40 FEET TO AN INCH

CONTRACT Nº 1136
Nº 6

BM XXII On dead tree 2.25 chs left of 10m 1c 00L = 2302.75 ft.
Fence
Fence
Occ. CROSSING 13.6 Gates
WATERCOURSE Box Culv: 5 ft. diam
Fence
Box Culv: 2 ft. diam
Drain
Fence
BM XXIII On dead tree 1.31 chs right of 10m 40c 64L = 2232.40 ft.
Fence
Fence
5 Chs 10 Lks SWAMPY WATERCOURSE
Fence
Fence
BM XXIV On dead tree 1.03 chs left of 10m 75c 00L = 2206.06 ft. Occ. CROSSING 13.6 Gates
GREEK. 5 Chs 10 Lks
Fence

S.F. — CUTTING 41 — S.F. — BANK 43 — CUT. 42 — S.F. — BK 44 — S.F. — BANK 45 — CUTTING 43 — BANK 46

1.25 CHS — 2968 C.Y. — 1.00 CHS — 4027 C.Y. — 1324 C.Y. — 2.25 CHS — 223 C.Y. — 5.25 CHS — 3865 C.Y. — 5923 C.Y. — 5327 C.Y.

Side ditch led into Bank 43

From Cut 41 2868 C.Y.
From Cut 42 710 "
S.D. 449 "
4027 C.Y.

From Cut 42 506 C.Y.
From Cut 43 3116 "
S.D. 243 "
3865 C.Y.

INCLUSIVE OF WIDENING OUT FOR STATION GROUND.

From Cut 43 2995 C.Y.
From Cut 44 2334 "
S.D. 348 "
5327 C.Y.

S.D into Bank 44 — S.D into Bank 45 — S.D to Bk 46

T R E N T H A M

S T A T I O N G R O U N D L E V E L

1 IN 57 — 1 IN 50 — 1 IN 50 — 1 IN 50 — 1 IN 245 — 1 IN 50

Consᵗ 1·579 — Consᵗ 1·32 — Consᵗ 1·32 — Consᵗ 1·32 — Consᵗ 2·694

Bank
Cutting
Formation
Surface

Datum 2100 feet above L.W.M. Hobsons Bay

10M — 10 — 20 — 30 — 40 — 50 — 60 — 70 — 11M

M. C. L. 10-27.60 — M. C. L. 10-35.96½ — M. C. L. 10-55.60 — M. C. L. 10-59.05¼

S T R A I G H T 228° 0'

CURVE 30 CHAINS RAD.

S T R A I G H T 270° 12'

ROAD. P.C.R. CROSS: 13.6 Gates Box Culv: 3.0 x 1.6 across road on each side of line
Box Culv: 3.0 x 1.6
Mullock heap
ROAD. (down to 11m 17c 40L)
Centre of Gully + Trestle Box Culv: 3.0 x 1.6
B.M. XXVI On Stringy bark 15 Links right of 11m 96 60L = 2229.36 ft. Trestle
TRAMWAY. Occ. CROSS: 13.6 Gates
Old Gold Workings.
Fence
Bar. Culv: 3 ft. diam
Crown of Hill
Fence Bar. Culv: 2 ft. diam
WATERCOURSE Box Culv: 4 ft. diam
B.M. XXVII On Stringy bark 15 Links left of 11m 19c 90L = 2200.48 ft.

BANK 46 — CUTTING 44 — S.F. — BK 47 — S.F. — BK 48 — S.F. — BANK 49 — S.F. — CUT. 45 — S.P. — BANK 50 — S.F. — CUT. 46 — BANK 51 — CUT. 47 — BANK 52

5327 C.Y. — 3076 C.Y. — 300 CHS — 355 C.Y. — 1·25 CHS — 42 C.Y. — 2·75 CHS — 639 C.Y. — 3·75 CHS — 343 C.Y. — 1·00 CH — 807 C.Y. — 1·50 CH — 815 C.Y. — 613 C.Y. — 1939 C.Y. — 2576 C.Y.

From Cut. 43 2495 C.Y.
From Cut. 44 2331 "
Side Ditch 391 "
5327 C.Y.

From Cut 44 227 C.Y.
S.D 128 "
355 C.Y.

From Cut 41 42 "

From Cut 44 117 C.Y.
Cut 45 343 "
S.D 179 "
639 C.Y.

From Cut 44 298 C.Y.
From Cut 46 330 "
S.D. 179 "
807 C.Y.

From Cut 46 485 C.Y.
S.D 128 "
613 C.Y.

Cut 47 1939 C.Y.
Cut 46 421 "
S.D. 216 "
2576 C.Y.

Side ditch led into Bank 46 — S.D into Bank 47 — S.D into Bank 49 — S.D. into Bank 50 — S.D. into Bank 51 — S.D. into Bank 52

LEVEL — 1 IN 50 — L E V E L — 1 IN 50 — 1 IN 388 — 1 IN 50

Consᵗ 1·32 — Consᵗ 1·32 — Consᵗ 1·701 — Consᵗ 1·32

Bank
Cutting
Formation
Surface

Datum 2150 feet above L.W.M. Hobsons Bay

11M — 10 — 20 — 30 — 40 — 50 — 60 — 70 — 12M

M. C. L. 11-01.89 — M. C. L. 11-17.81

STR — CURVE 40 CHS. RAD. — T.P. — S T R A I G H T 347° 24'

RAILWAY DEPARTMENT, MELBOURNE, NOV. 1878
Nº 979