

Hawthorn Tramways Trust – minutes of meeting – compiled by Warren Doubleday

September 2015 to December 2015

HTT meeting minutes 7798/p/0001 unit 1

First book – started 1/12/2015 – 304 pages, contains an extract of the Government Gazette of 17/6/14, advising of the first meeting. See photos of book.

Minutes of meeting No.1 – 19/6/1914, at Melbourne Town Hall 4pm.

Chairman Mr. D Dureau, - noted that he had been elected at the Conference of Municipal Councils (Members of the Trust) on 112/6. Advised he would not have accepted the nomination had he known that Mr Cameron was to be nominated as well. Advised that he had since met with Mr Cameron and agreed that they would work in harmony and with friendly relations. Discussed the policy of the Trust, the estimate of McCarty & Underwood and consideration that they could do the work on either day labour or by contractor. Noted that the trusts borrowing power was limited to £150,000 with an overdraft of £10,000. Agreed that they would inspect the routes using hired motor cars on 25/6. Appointed the Town Clerk of Richmond as Acting Secretary, Cr Bell to investigate whether Richmond Town Hall could provide temporary offices. Chairman noted that Mr. Goodman of Adelaide in Melbourne next week and would ask whether they could use his services.

Memorandum of inspection tour 25/6/1914 – noted issues at Swan St bridge – need for outrigger footways, possible site for depot – Richmond park, corner to be rounded off at Power and Wallan Road, provision for running cars onto Glenferrie road desirable (summer traffic), trees in Camberwell and Norwood Road, loops on single track between Camberwell and Burwood, Recreation reserve at terminus, possible site at Barkers Rd and Church St for a converter station. They then lunched at Hosie’s Café with the Lord Mayor and Mayor of Hawthorn as well.

Minutes of Meeting No. 2 –30/6/1914 - temporary offices at Richmond Town hall. Noted correspondence for applications of Solicitor, Auditor, Secretary, Architect, Insurance brokers, Junior draftsman, customs agent and instructional Inspector and Traffic inspector. Only 1 or 2 offers for most positions except Solicitor and Auditor. Appointed Solicitor only by ballot, G. Jones of 47 Queen St appointed. Decided to advertise for the position of Secretary, £100 including offices and clerical staff. Consulting Engineer, considered appointing McCarty and Underwood, (Cr Bell moved), but then determined to advertise. Banking arrangements discussed. Also discussed Borrowing powers, determined to ask the Minister for Public works to increase the borrowing powers to £200,000 and for changes to the Act to make provision for remuneration of the Chairman and to amend the 1st schedule to the route of the tramway with the City of Melbourne. Converter station and carbarn – arrange a meeting with Richmond to consider the use of Richmond Park adjoining Swan St. Letters to MMBW, MESCo, Metro Gas, and Postal department re estimate for changing their “mains” to enable the construction of the tramways, also carriage of mails, MESCo to run wires on the HTT poles, reconstruction of roadways along the tramway routes and finally ask for “die sinkers” to send in a design for the trust seal and costs.

Meeting No. 3 – 7/7/1914 – noted correspondence with MESCo re wires on poles, letters re Mains, destruction of trees – Camberwell wanted to retain trees – 36’ between trees, agreed to preserve where ever possible. Noted the need to allow in the bill, authority for the Savings Banks being able to invest in the Trust’s debentures. Consulting Engineer – six applications *received (see photo of pages 13 and 14)* – 1 not qualified, had 3 attend meeting,; R.H.Pearson, little background given, new arrival in Melbourne £400/a. McCarty – many years of experience, Perth tramways, see sheet for fees, but ready to go and hit the road running! G. Morrison – personally supervised the construction of the Bendigo overhead, see sheet for fees. Agreed to appoint McCarty, subject to the Chairman checking his references and past work. Received 41 applications for secretary! – after a ballot, agreed to appoint Mr L. A Cleveland at £100/a including offices for meetings of the Trust, and clerical assistance. Appointed Colonial Bank for 12 months as bankers and cheques to be countersigned by the Secretary.

Minutes of Meeting No. 4 – 24/7/1914 – correspondence re appointments, trees, agreed to draw up contract with McCarty, report on meetings with MMBW and MESCo, Gas, Post Office, discussed remuneration of the chair, a legal opinion needed whether the current Act allowed for this, selected the seal design of P. J. King, £4/10/-. Some accounts approved – all £6/1/9. Revised estimates not yet available. Page 21 – *photo of notice* re tramway routes in Argus and Government Gazette.

Minutes of Meeting No. 5 – 7/8/1914 – report on meeting with MMBW and cost of duplicating mains, HTT to bear half the cost of duplication and that the overhead charge is reduced from 10% to 5%. Had drafted a form of agreement similar to that of PMTT, but some issues had arisen, working on revised clauses re liability. Also discussed Order in Council – noted the above advert. Noted amendments to the Act, letter from postal department re telegraph wires, defer policy re track to next meeting due to the “European War” Accounts being paid from overdraft at the time. Secretary fees only this time - £6-11-6

Memorandum of visit by members to PMTT depot – 7/8/1914 – inspected Malvern and Elsternwick and afterwards, Mr Dureau hosted dinner at Hosies with plenty of toasts!

Minutes of Meeting No. 6 – 21/8/1914 – report on meeting with Mr Goodman – willing to check plans, give advice £105 + travelling expenses if needed – accepted. Overdraft now £23/4/1. Motion re use of the seal, contract with McCarty, discussion over the Burwood road route and Riversdale road routes, extensions and issues. No action at present. Discussed borrowing powers (the war had altered things), agreement with the MMBW, and Progress of works – discussed plans with McCarty.

Minutes of Meeting No. 7 – 4/9/1914 – discussed fares 1d per section agreed, thru fare of 5d, letters from Goodman, Cr A Bowley of Camberwell re preservation of trees, MMBW, welding processes, tenders for sleepers, borrowings – problems with them – banks were not prepared to consider the matter. Chairman noted conversation with Byron Moore? And Day (BMD) who had negotiated loans for the PMTT. Chairman authorised to proceed with a loan of £150,000 not exceeding 5% interest and commission of 0.5%. Secretary to give required notices. Also discussed tenders for rails, drains – need for kerb drains rather than spoon drains for existing roadways to enable the width required, Wallen Road bridge – land needed for footpath on the south side – discuss with the owners.

Minutes of meeting No. 8 – 18/9/1914 – letter from A&P Society (building society) unable to provide funds. Report from Bryon etc. received. Agreed to look at the “Kalifite” ?? welding process 34/- joint.

Offer from John Coates & Co to act as inspectors of materials purchased in England. McCarty reported on spec for rails. Goodman had inspected the routes, agreed on the carbarn site at Wallen and Power streets, reports to the public by the Chairman through the press, noted MMBW now happy with liability. Auditors – deferred, very little expenditure to date. Noted the Chairman had been appointed to the “Price of Goods Board”.

Minutes of meeting No. 9 – 2/10/1914 – now we are starting to spend money – McCarty fees £182-4-6, overdraft up to £230/19/0 – the colonial bank passbook produced to the meeting. Letter from BMD advising that they had arranged with the Trustees Executors Agency to lend £30,000 at 5%. Issues issuing debentures at this time it seems, needed Government approval. Approved spec for rails, appointment of English inspectors, arrangements with MESCo, Gas post office for relocation of mains – recommendation for purchase of sleepers from a supplier at Hurstbridge – appointment of architect, leave in the hands of the Engineer. Note in Government Gazette of 7/10/14 re borrowings – interest and repayments.

Minutes of Meeting No. 10 16/10/1914 – rescinded motion re borrowings for 5 or 10 years – complications. Borrowings – correspondence re £50,000 and balance with State Savings Bank - for balance – 1% underwriting commission, public subscription and gives a schedule of dates for the £100,000 (between Feb. 1915 and May 1915). Agreed to the “Report to Councils” being published without a note about no audit – page 47 – notes problems of borrowings due to the war, estimate did not provide for purchase of land for the carbarn, will blow the budget! – we need to increase the borrowing powers allowed under the Act. Discussed the possibility of single tracking rather than double track to reduce expenditure – Auburn Road to Bowen St and the Power St Hawthorn bridge route. No decision as such, needs consultation. – *See photos of Report to Councils cover to page 6.*

Special meeting – 22/10/1914 – discussed sleeper tenders – lots of them, gives a full list of tenders, 33,000 number, locations, delivery periods etc. – referred to the Chairman and Engineer and report back.

Special meeting – 26/10/1914 – re sleeper tenders – recommended to accept tend of R. Colville at 4/- each – red gum ex Barham – *letter from McCarty Underwood in minutes (page 51) photographed* – also detailed analysis of offers for various types.

Minutes of Meeting No. 11 – 30/10/1914 – oh dear – sleeper tender issue, Colville can’t fulfil, not sure what was finally accepted – Berry Bros of Rushworth and Shilcock of Hamilton involved. Appointed E. Ollis as timber sleeper inspector, letter from McDonald & Co re road rollers – noted and will ask councils if the trust can borrow theirs. Agreed to design of the Debenture notes £100 debentures to design of Osboldstone, the printer of the report to Councils.

Minutes of meeting No. 12 – 13/11/1914 – overdraft now £709/13/10. Sleepers – big issue – 16,500 to J. Hipgrave of Rushworth 4/6.5 (iron bark and grey box), Shilcock for red gum, 11,500 at 4/4 and Berry Bros 5000 grey box and red iron bark at 4/4 each. Colville’s deposit not to be refunded. Approved debentures form – interest payable 30/9 and 31/3 each year, due for

repayment on 30/9/1924. Agreed on fares as these were necessary for the order in council – Children under 4 – free, children under 12 – 1d for any two sections, minimum 1d, Scholars under 18 – 60 trips over any two sections 2/6, four sections 5/-, six sections 7/6. Scholars up to 21 attending regular institutions half fare, min 1d. Special cars – same as that for the PMTT. Road rollers – not available, McCarty to talk to McDonalds. Agreed to discuss the purchase of land on the SE corner of Glenferrie and Riversdale Roads with PMTT. Agreed to call tenders for special work.

Minutes of Meeting No. 13 – 27/11/1914 – carriage of mails – find out what others were charging, road rollers – need to decide whether to do by day labour. Only the Moorabbin roller was available, advertise for them. Discussed the use of Australian timbers for tramcar bodies – builders to be asked to submit prices for cars using Australian timbers as far as possible. Discussed provision of power by either MESCo or MCC – both had their areas and rights – did not agree to how to arrange – did not want two suppliers – one up to Punt road – its messy! Depot site, inspection of sleepers, refund of Colville's deposit, alterations to Swan St bridge, land at Riversdale and Glenferrie Roads, Burwood and Power needed for curves.

Minutes of Meeting No 14 – loan brokerage - £250, McCarty fees - £339/9/6 – overdraft now \$1239/2/4. Depot sites and sleeper stacking sites – various sites considered – ask Council for Ok to stack on park land on south side! Money coming for debentures – deposited with the State Government at 4% on at call interest. Based on discussions with other tramways, the carriage of mails at £1/car/annum. Letter to PMTT re operation of tramway for the HTT sent. Discussed a committee opening the tenders, agreed, Christmas adjournments, purchase of a tar sprinkler, engagement of men to stack sleepers, and Mr Colville and the Melbourne Timber Co tried again re the deposit – NO!

Minutes of Meeting of Tender Sub- Committee – 16/12/1914 – considered tenders for the cartage of sleepers and dog spikes. Meeting of 17/12/1914 – considered rails – 8 companies. Meeting of 18/12/1914 – accepted tender for cartage, dog spikes (McPhersons – subject to delivery timing), rails – R. W. Cameron subject to agreeing to conditions and to adjustment for war risk insurance.

Rails from Cameron were to be loaded ex New York, Feb – BSNo. 1, 60' or 45' BS1C – 35', and fastenings – fishplates. Bolts and nuts, tie bars and lock washers. Cameron's noted that – payment made in London net cash against shipping documents. Page 80 has a summary of the tenders received. Also lists bonding materials.

Work of 8-12-15

Meeting with deputation of the Master Builders Association 18/12/1914 – re contractors' vs day labour, quoted VR experience in the car barn and NSW experience. Asked the trust to ascertain the relevant costs before committing itself. Also noted the PMTT experience in Dandenong Road, the MMBW practice, even the MFBB got a mention.

Special meeting 21-12-1914 – re contract for rails – Cameron's advised that they could not vary the condition of their tenders to comply with the HTT specs. Decided to adopt the Elder Smith tender. Determined to apply the seal to contract for cartage – G. Sewell, Steel dogspikes – McPhersons, Steel rail – Elder Smith. They then discussed the policy of construction – Mr Goodman advised that in NZ all done by day labour, SA – government policy required tenders, but that their Engineers had

also put in a tender that was opened at the same time. Previous motion to carry out work by day labour was rescinded. Agreed to call tenders, but that Engineer would put in an estimate at the same time. Deferred decision re the road roller.

Special meeting of 14/1/1915 – to consider tenders for tar sprayers – referred to Engineer.

Minutes of 15th meeting – 15/1/1915 – had spent £1772-5-1 so far, deposits in trust - £68-8-3. Passed accounts for £467-2-6. Received a letter from MESCo re power supply, referred to a special committee for report. Discussed Wallen St bridge and the provision for traffic, Engineer said his plans were sufficient, proceed with negotiations to acquire land at corner of Power and Burwood Rd. Noted had settled matters with the Metro Gas Co. Discussed the welding process and an exclusive licence for Teesdale Smith – postponed until Feb, but legal actions possible. Concession Fares – agreed re wording, two children travelling together and extend the 1d be extended for three sections. Tar sprayer – defer until next meeting. Reported that a boy had fallen off a stack of sleepers and broken his arm – police action recommended. Agreed to insure with State Insurance against accidents under the Workers Comp Act. Waiting room at Princes Bridge – no objection from the VR. OK to call tenders for wheels and axles, single and max traction trucks, car bodies, overhead materials and cables, battery automatic booster, and car depot. Discussions with MESCo – lengthen poles to enable other cables, discussed whether to use Australian timbers for cars, and received engineers report.

Meeting of 18/1/1915 to discuss the use of Australian timbers – accepted offer of Duncan and Fraser for £550 subject to use of Australian timbers. Cr Rook to visit the Adelaide factory.

Meeting of 22/1/1915 – discussed MESCo's offer, discussed depreciation of 5%, plant should be 2 x 300KW instead of 3x200KW, labour costs if extra shifts, term of contract for five years, and a penalty clause in the event plant was not available. – 4c for every car mile lost.

Minutes of the 16th meeting – 29/1/1915 – Overdraft now £3262-4-8, included payment of £325-13-7 for McCarty. Agreed to enter into a contract with MESCo subject to finalisation of power cost curves. Welding process matter settled, Teesdale Smith withdrew patent application.

Special meeting of 5/2/15 – re operation of the tramway – discussed costs of using PMTT to operate the tramway for the HTT. Separate report prepared and agreed to circulate. Electric Supply – almost there – discussion over agreement for the sinking fund cost for the plant.

Minutes of the 17th meeting – 19/2/1915 – busy getting sleepers etc.; call tenders for the shorter poles, discussed Burwood and Power streets, compulsory acquisition – agreed to. Contract for rails – all steamers from the East Coast of the US had been cancelled, had spoken to the US consul, Wallen Road bridge – Hawthorn Council looking for a new bridge. Agreed to contribute what it would cost the trust to strengthen the existing bridge. Extension of system in Camberwell – agreed to support the request of the Camberwell Council for an extension from Burke (spelt Bourke) to Highfield Road, subject to Council providing the funds and guaranteeing against the operation loss. Debated the operation of the line – further consideration needed. Agreed to accept the tender of Messrs Horrocks, Roxburgh for £2330 for Hadfield special work – delivery rather long though includes report from Engineer. Agreed to take no action re tar sprayer and return the tender deposits.

Minutes of the 18th meeting 5/3/1915 – land acquisition at corner of Burwood and Power continues, Wallen Road bridge – Richmond not prepared to contribute – to many other commitments, Camberwell extension – Council suggested that the Trust should borrow the money, and extend the Trust's borrowing limits. Agreed to discuss with minister. Operation of Tramway – awaiting further proposals from PMTT. Also discussed the refund of Colvilles forfeited deposit – nope, we await proceedings. First shipment of rails ex US in March/April, MESCo advised ordered equipment. The State Savings Bank advised monthly availability of loans. Determined to increase Secretary's salary by £50/a.

Minutes of the 19th meeting, 19/3/1915 – overdraft now £5949-16-1 – McCarty - £300 and lots of sleepers and VR Freight. Welding of Rails – Federal Attorney General has made a decision, but not sure what. Colonial bank wanted 10% of the interest payments to pay the interest to people – too high – pay over the counter and draw cheques. Tenders for Overhead material – received. Operation of the line – report received, circulated and obtain view of Mr Goodman. Amendment of the Act – minor changes recommended.

Tender sub-committee meeting – 22/3/1915 – considered tenders for wheels and axles and trucks. Considered Engineers report on Overhead material – accepted Sands Hill Manufacturing co for some of the work, British Insulated and Helsby for balance and use of aluminium cable.

Tender sub-committee meeting – 23/3/1915 – received tenders for the car depot – 10 tenders – all over the estimate – to be reviewed.

Tender sub-committee meeting – 29/3/1915 – Engineer reported on review of the tenders for the car depot and reduction of costs – negotiate with the lowest bidder. Tender for trucks – recommended acceptance of tender of Noyes Bros - £520 for single truck, £1080 for max traction. Wheels and axles – Noyes Bros accepted. Wallen Road Bridge – agreed to call tenders for the strengthening of the bridge subject to Hawthorn finalisation of the matter. Extensive report from McCarty of the car barn reductions, to save about £7000 – lots of ornamental work deleted.

Tender sub-committee meeting – 12/4/2015 – Noyes failed to confirm prices quoted, agreed to accept Horrocks Roxburgh in lieu. Agreed to advertise for a Clerk of Works.

Tender sub-committee meeting – 14/4/1915 – Engineer to interview potential Clerks of Works, tenders for car bodies received from D&F, Pengelly and Chas Bush for combination cars only and for motor equipment.

Tender sub-committee meeting – 21/4/1915 – tenders received for steel poles.

Minutes of the 20th meeting – 16/4/1915 – overdraft £8488-5-11, interest on debentures - £1250. About to draw down loans. Work on the amendment of the Act proceeding. Welding patents – agree to pay 5% royalty on the cost of the materials after that Chair met with the Federal Attorney general. Agreed to accept various tenders and that of D&F for the car bodies subject to schedule of timbers and time of delivery being reduced to 6 months. D&F offered 7 months, Chas Bush – 10 months and Pengelly – 20 months. Motor equipment – very complex – deferred. Agreed to appoint Mr Watt as Clerk of Works - £5/week Riversdale Rd extension – Chairman reported that a large area of country suitable for a park was available at a low price about a mile beyond the suggested terminus. If Camberwell in agreement to this extension at the same terms as previous, then trust

should acquire the land. Agree to secure an option. Agree to appoint an agent in London to remit funds there for payment of accounts. Contractor for dog spikes asked for extension of time, problems in getting steel. The wages man – C Aukers – asked for refund of the cost of a new set of tyres for his bike – agreed. Corner of Burwood Rd and Power St – impossible to avoid the second shop on the corner – interviewing a Mr Crouch.

Tender sub-committee meeting – 22/3/1915 – Mr Duncan in attendance – use Queensland Maple in lieu of Ash. Adjusted prices slightly.

Tender sub-committee meeting – 23/4/1915 - considered tenders for steel poles, motor equipment, - Australian General Electric, British Westinghouse, Dick Kerr and British Elec Engineering co. Decided to accept the tender of G Wills and Co of the US after consideration of the price difference and duty when compared to that of the lowest British tender. Motors were divided between Australian GE and British Westinghouse;

Tender sub-committee meeting – 29/4/1915 – tenders received for Buffer batteries and Booster.

Minutes of the 21st meeting – 30/4/1915 – operation of the line – postponed – not all members present. Amendment of the Act – Camberwell happy with proposals, Order in Council – changes made following a letter from the Railways. Cr. Rook submitted a report on his visit to Adelaide to inspect the proposed timbers for the cars. Agreed on recommendation of the Engineer to appoint Cr Rook at honorary inspector. Discussed acquisition of the land for the park, discussions between Mrs Welsh and the Lord Mayor; could result in a lower price. Duty on steel poles – joint meeting with PMTT to visit the Minister re this issue. Rails – start work when definite advice as to the 2nd shipment received. Wallen Rd Bridge – agreed to call tenders for alteration of the bridge – pending a meeting between the Hawthorn Mayor and the Chairman. Reported on the tenders since the last meeting including motors, buffer battery, trolley pole bases, magnetic brakes.

Tender sub-committee meeting – 6/5/1915 – agreed to accept tenders of Sutherland and Ashman for the buffer batteries and booster and British Westinghouse for switchgear. Detailed analysis of Buffer Battery, Booster, motor Generator, and Switchgear attached to minutes.

Minutes of 22nd meeting – 14/5/1915 – operation of line – defer again, send out copies of Mr Goodman's letter and the Engineer to members. Accounts included 19/10 worth of phone calls to Adelaide. Dog spikes – the overseas steel supplier insolvent – will have to use a local supplier, Trust offered supplier 12/9 per 100 instead of the 13/11 they wanted. Order in Council – Chair reported on a meeting with one of the VR Commissioners and the Public Works Department secretary. Reported on tenders accepted. Rails for the depot – Noyes Bros offered 25tons of steel rails, 80lb for the depot for £10-2-6/ton – lengths not to exceed 25'. Accepted the offer, now for the fishplates (must check on site what is there). Discussed the welding process to be used. The land at that corner – the solicitors had heard that the line was not likely to be constructed – NO you have been misinformed. Now a matter of urgency to complete negotiations. Agreed to purchase insulators for the resistance grids from Aust. GE for 1/3 each.

Tender sub-committee meeting 25-5/1915 – gave authority to order a further 500' of cable, advise Noyes that the rails for the depot to be 40' long and an extra cost of 10/- per ton, call tenders for the cartage of rails, and received tenders for the alterations to Wallen Rd bridge.

Work of 14-12-15 – from Page 154

Meeting No. 23 – 28/5/1915 – McCarty account - £1250. Elder Smith advised that the first shipment of rails, 500T on the way, SS Arana. McPhersons advised that they had sourced suitable steel for dog spikes, discussed the Wallan Road Bridge – undertake at Scheduled rates, on page 156 is an analysis sheet of the tenders and a newspaper report for the Metropolitan Tramway Park being considered by Melbourne City council today – see photo. Discussed the draft spec for the track construction, made some comments. Ask Richmond council would they be prepared to purchase back the old wooden blocks removed in Swan St? Engineers report received.

Meeting of the Tender committee – 3/6/1915 - Chairman authorised to close the tender for the Wallan Road Bridge at £8500 or less.

Meeting No. 24 – 11/6/1915 – postponed the question of the operation of the line as one member was absent. Authorised £4062-8-0 to be remitted to London for the purchase of rails (ex the US). Received £10,000 from the deposit with treasury, now a credit balance in the “pass book” of £561. Wallen Rd bridge – have agreed with the contractor for a cost of £8299-0-1 for the work, agreed to ask Richmond and Hawthorn for £1000 each for the widening of the bridge and the trust themselves would contribute £1000 as well. Tenders were received from Teesdale Smith for £5650, but Public Works asked for more work it seems. Richmond suggested an exchange of pitches for the wood blocks – agreed. Agreed to ask Richmond for approval to lower the road east of Church St by about 18” to remove the steep grade. Connection with South Melbourne’s Middle Park tramway discussed – would be kept in view, but no authority to do so. Sutherland and Ashman asked to draw 90% of the cost of the booster and buffer battery in London, OK if they pay the additional interest and any charges. British Westinghouse & Co-wrote re payment of duty and the process for – agreed to their suggestion. Single line sections discussed – due to problems with rails and costs – Engineer to report.

Opposite page 163 report re single line costs and sleepers delivered – two photos.

Meeting No. 25 – 25/6/1915 – Operation of the line – by the PMTT discussed at length, agreed on the basis of the reports from the Engineer and Goodman and discussions – it could not be justified. Had a division on this 5 for 4 including the Chairman against. Agreed to have the rails carted as deck cargo if that would expedite delivery. Agreed to advertise for the track construction tenders with tenders closing 8-7-15, contract to cart the rails from the wharf. D&F work to be extended to include gongs and bells. Option for the purchase of the park land to be extended if possible.

Meeting of the Tender Sub-committee – 22/6/1915 – received tenders for the cartage of rails, but would not proceed and call tenders for the track at once.

Meeting of the Tender Sub-committee – 8/7/15 – tenders received for track construction – *page 170 – see photograph.*

Meeting No. 26 – 9/7/15 – accounts – a cablegram Mr. C. Coates - £1-8-6. Wallen Road bridge – Richmond and Hawthorn agreed to contribute £1000 each, work underway with some changes in work by the Engineer; “for future guidance it was decided that the Engineer should consult the Chairman before authorising any alterations” Report from Engineer – see page 174, photos x 2, recommended that the tender of Teesdale Smith be accepted. Burwood and Power St – unable to

come to agreement with the owner, land to be compulsorily acquired. Power and Riversdale – Engineer to consult with Hawthorn’s Engineer re “alterations to the street frontages to avoid the dangers of the corner”. Received report on the car bodies from Cr. Rooks, 2nd and 3rd shipment of rails advised. Chairman’s letter to the Premier re the purchase of the park, copy to be supplied to each member.

Meeting No. 27 – 23/7/15 – accounts – duty on rails - £714-3-7, MMBW for work - £1607-5-7. Davies and Baird prices for drainage boxes £1/1/8 per set accepted. Track contractor offered 4/- per square yard if the existing tallow blocks re-laid – agreed. Will have to borrow some tie bars from PMTT account non-arrival. Richmond and Melbourne councillors to be asked to visit the site of the park. Additional bridge piles required at Wallen Road - £100. Australian GE wrote offering car lighting fittings for the sum of £127-10-0 – accepted. Agreed to accept the per way contractor’s offer for welding of the rails, difficulty in obtaining supplies separately. Discussed the depot contact and changes to the foundations, closure of the Wallen Road bridge to allow for works, sealing of the compulsory acquisition documents for corner of Burwood and Power, agreed all outside employees be insured for workers compensation, appointment of auditors, colours of the cars – 3 options – - agreed to use the French grey sample, varnished stanchions, Australian paint to be used and that councils be supplied with a blue print of the tracks.

Meeting No. 28 – 6/8/1915 – Contractor for depot slow, foundation issues, shipment of trucks expected in August. Sleeper carter asked for extra 2/6 per 100 sleepers account extra cartage – prices on carting from Camberwell rail yard, but had this had been closed and had to be done from Riversdale station – agreed. Engineer had made arrangements to borrow special work pending delivery of the trusts. Tramway park – Richmond agreed with proposal, submitted a draft letter to the Premier, asking for an authorising bill to purchase the land, the purchase be made on behalf of the future tramway authority and trust be refunded out of pocket expenses, and for an Order in Council for the construction of a tramway on behalf of the Camberwell Council along Riversdale Road commencing at Highfield Road to Boundary (Warragul) Road. Foundation stone – to bear the names of the original members of the trust. Foundation stones for the bridge – were in the roadway, remove to the abutments. Track contractor offered to convert the tender from a schedule of rates to a lump sum – Engineer to report. Discussed the amending bill – now in the house, not quite as the trust had asked for but time was of the issue, Cr Nolan from Hawthorn retiring from Council and thus the trust – nice letter to be sealed, and Chairman’s remuneration – agreed that the Chairman should be paid £300/a from the date of his election.

Meeting of the Tender Sub-committee – 19/8/1915 – received tenders for destination signs (accepted Sands Hill Mfg. Co – 40 signs at £4-7-6 each and tenders for finials on poles.

Meeting No. 29 – 20/8/1915 – welcomed Cr. Sambell in place of Cr. Nolan, Ticket to Adelaide for Cr. Rooks - £5-15-0. Remittance to London for rails £4000, exchange cablegram - £57-12-6, other major payments – Chairman £334-12-3, Teesdale smith- perway - £4759-6-3, bridge £2980-19-2, MMBW - £589-12-3. Accepted tender of Davies and Baird for pole finials, Premier advised that it was unwilling to bring in an authorising bill – constituent councils to arrange a deputation to him. Agreed to convert the per way contract to a lump sum, authorised to borrow a further £50,000, discussed operation of the tramway following a letter from Mr Goodman and PMTT covering a letter from a Mr Bellamy who was in Egypt retiring from the Army – too early!

Meeting No. 30 – 3/9/1915 – accounts – transfer to London for special work - £2100, exchange £28-17-6, 2nd payment for depot - £2160, rails £4100, McCarty - £150. Appointment of Auditor – defer, Home affairs wrote that they could not agree to pay for the cost of the removal of the sleepers from the Lord St depot which had been taken over by the Federal Government. Agreed to acquire land in Wallen Road to bring the building line into alignment with the car depot line between the depot and bridge. Use of Australian paints discussed – would accept the manufacturers guarantee. Chairman reported on arrangements to borrow a further £50,000 at 5% interest and commission of 1%. Great difficulties in sinking the cylinders in the bed of the Yarra for the bridge widening, extra depth on the west side, cost would be materially increased. Camberwell wrote authorising the trust to undertake the survey for the Riversdale Road extension, accepted tenders for pole bands. Cost for catering for laying of foundation stone event – 2/- per head.

Meeting of the Tender Sub-committee – 15/9/1915 – discussed the design of the panel on the cars – adopted one with a scroll and letters HTT. Use of old ballast – on report from Engineer agreed to track contractor's suggestion to allow him to use old ballast (road materials) to a greater extent – saving £100. Conversion of the Wallen Road bridge contract to lump sum – meet at bridge tomorrow. Windows on south side of car depot – agreed to have a window on the south side of the board room and use of prismatic lights in lieu of gratings – Chairman and Engineer to consider further, agreed to accept offer of MESCo and Melbourne City electric supply for lighting of track.

Meeting No. 31 – 17/9/1915 – decided to elect two auditors, did an exhaustive ballot for this. Teesdale smith for peway - £4714-0-3 accounts, bridge - £1423-2-2. Reported on the reuse of ballast – material lifted is in good condition, discussed the Wallen Road bridge contract, additional works to the car depot contract, Grinnell Sprinklers – Engineer could not recommend the installation of sprinklers, in the way of the trolley and no reduction in insurance. Acquisition of land from Messrs Porter and Shaw (Wallen Road) and from Mr Roche (Burwood and Power) – meeting on 22/9. Perway contractors request for extension of time account late delivery of rails – agreed. Discussed the use of Auketell?? brake adjuster(name?) - £8 each per combination cars – included a letter from Mr. Dix.

Special meeting of 29/9/1915 – Secretary asked for leave of absence going on active service, agreed to appoint Mr Hislop during the absence. Letter from Mr. Stangward recommending him. Accepted tenders for Gantrys.

Trust meeting of 1/10/1915 – separate financial report – rails £6000, debenture interest - £1250, brokerage for loan £1000, car depot £2440, Cr Rooks Adelaide £12-5-0 and McCarty - £300.

Meeting No. 32 – 1/10/1915 – report from Tender Sub-Committee, Car bodies – progress going well, D&F would be asking for £2000 soon, discussed Wallen Road Bridge – get the best terms possible, report from McCarty on materials for the Riversdale Rd extension, agreed for sub-committee to get the necessary materials and arrange with PMTT for the crossing of Burke Road. Chairman reported he had had an interview with the Minister in regard to the acquisition of land at Power and Burwood. Trust placed on record, its appreciation for Mr Cleveland's work and its wishes for a safe return and would keep his position open.

Meeting of the Tender Sub-committee – Wallen Road bridge – agreed with Teesdale Smith a lump sum price of £12,500 for the bridge works (extra works), two offers for rails for extension – Elder

Smith £11-17-8 for 60' Sandberg rails – landing and other charges including customs to be trust a/c. – duty 25/- per ton. Went with offer of R. W. Cameron for 45' Sandberg rails, 350 tons, £12-9-9, free on wharf except war risk. Agreed to order other materials as well, tenders being called.

Meeting of the Tender Sub-committee – 14-10-1915 – tenders received for poles (accepted tender from Geo. Wills and Co), finials (Davies and Baird) and recommended installation of brake adjusters on combination cars for £8/car (10 cars).

Meeting No. 33 - 15/10/1915 – accounts – paying lots of duty and wharfage. Perway £2191-13-0, bridge £1815-10-6, MMBW - £1469-10-3, Noyes Bros – rails for depot - £269-17-6, tender sub-committee reported on its recommendations, for finials, overhead materials, sleepers, rail and poles. Received Correspondence from PMTT for the crossing of the Burke road, cost of lighting to be paid for by constituent councils, Minister had decided to recommend to the Governor in Council to compulsory acquire land at Burwood and Power, accepted the offer of Horrocks and Roxburgh for the supply and delivery of 3 right hand and 2 left hand turnouts at cost £80/each, agreed to purchase from D&F, 1 set of lifting jacks at £50/set. Cr Wood moved that negotiations with PMTT for the operation the lines be re-opened, no seconder.

Meeting of the Tender Sub-committee – 21/10/1915 – postpone sleeper tender time, 1 tender received for overhead material, recall these, sale of rejected sleepers – Richmond offered 1/- each as is where is, discussed offer from MESCo for carriage of its mains on HTT poles – not less favourable than that of the PMTT.

Meeting of the Tender Sub-committee – 26/10/1915 – received tenders for sleepers – 8 offers – 5100 off, and tenders for overhead from 3 companies – Engineer to report.

Work of 18/12/2015 from page 225.

Meeting No. 34 – 29/10/1915 – Financial position now in a “Finance Book pages 1 and 2, and a separate finance committee formed. Mr. Hipgrave’s tender for 5,100 sleepers at 4/6 each be accepted. Contract for overhead to British Insulated and Helsby Co and to Sands Hill, agreed to sell rejected sleepers at 1/- each to the Richmond park trust, and advised that for the Wallen Rd Bridge had accepted a price of £12,500 for the work and an agreement prepared. City of Melbourne not supportive of park, asked for Councillors to visit and provide motor cars to enable this. Teesdale Smith had submitted an offer to do the Riversdale Rd extension – leave to Chair and Engineer to finalise. Tenders to be called for overhead etc work. D&F asked for the colours to be selected – leave to the sub-committee to arrange. Discussed the resolution of 25/6/1915 about tramway operation and that the motion was rescinded. McCarty offered to be the Acting manager for the first year of operation. See photos of pages 229, letter and appointment of McCarty at £350/a. Gave a certificate of service to former Cr. Nolan.

Meeting No. 35 – 12/11/2015 – agreed to call tenders for workshop machines and a tower wagon, agreed to enforce any penalties for the delay in the construction of the car depot. Trust report discussed, added were notes on the operation of the tramway considerations and Cr Rooks being the Hon car inspector. Discussed the opposition to the purchase of the park, 15 to 12, agreed to keep trying to change minds and have a deputation from the other councils to assist. Contract documents prepared and signed for Teesdale Smith to do the Riversdale Rd extension. Agreed to

purchase of land at Riversdale and Power corner, 2/3 cost to the Trust, 1/3 to Council, price yet to be agreed. Letter from McCarty, confidential, read and to be copied to each member of the trust.

Meeting No. 36 – 26/11/1915 – agreed to appoint McCarty as manager, £350/a commencing 1/2/1916, for a period of 12 months. Correspondence from the Councils regarding the deputation to the city of Melbourne re the park, Camberwell suggested a rep from Nunawading as well – agreed. Tramway Board Bill – chairman reported on discussions with the Attorney General, conflicts arising. Cr. Webber to assist as a member of the house committee dealing with it. Still working on the acquisition of land at Power and Burwood – slow. Car depot contractor told that the previous position stood and that D&F was waiting on space to deliver the bodies. The SS Riouw?? with rails and trucks had put into Capetown on fire and the Melbourne agents could give no further information. The State Savings bank had advised that for the loans for the Riversdale Rd extension, it would require 6% interest, finance committee to make the best arrangements. Cr Chas Atkins of Melbourne advised of his resignation from Council and thus the trust. Teesdale smith advised of a strike of his employees but not affecting the trust. Contract for the Riversdale Rd extension work had been signed, contract for the sleepers awaiting signature. Acquisition of the horse tramway – agreed to give 3 months' notice to the MTOCo. Draft agreement with MESCo for the carrying of wires on poles placed before the trust.

Special meeting of 1/12/1915 – appointment of second valuer for acquisition of land at corner at Burwood and Riversdale, acquisition of the horse tramway – agreed to arrange the best terms at a figure not exceeding £600, required by the company – their figure.

Tender sub-committee meeting of 6/12/1915 – received tenders for Tower Wagon (D&F £110), and machine tools. See attachment opposite page 245 for details of machines.

Meeting No. 37 – 10/12/1915 – resolved that the minutes of each meeting be printed and circulated to members. Finance – accounts for payment totalled - £15727-11-1, discussed tenders received on 6/12, Reciprocal Trade – noted letters from British and Canadian Trade commissioners, Melbourne appointed Cr Shillabeer to the trust. Tramway Park – Cr Smith and McCarty reported on the deputation to the Lord Mayor – he said he would support the proposal. Representative of Nunawading advised that they would doubtless agreed to contribute 1/5th of the cost. Cr Smith reported on a special meeting of 8/1 14 to 4 to recommend to rescind the motion and recommended that they agreed on the vendors terms. Letter from Chairman to the Premier, read asking for Legislative authority. Chairman explained he had authorised the purchase conditional on the authority, and ratification of the MCC – payment £3000 cash and £6000 by Trust in debentures for 10 years at 5%. Trust authorised the chairman to attend a meeting of the Nunawading council to explain and ask for a contribution and explain the conditions. Horrocks Roxburgh tender for the burke Road crossing accepted for £705, two others received as well, within £11. Still working on the acquisition of the horse tramway – leave to the committee to do. Draft agreement with McCarty discussed and referred to the finance committee. Agreed to start employing staff.

Tender sub-committee 16/12/1915 – agreed and sealed the agreement with MESCo, tenders for the timber foundations of the Battery Cell considered, agreed to Rooks for pitch pine £58-5-0, and for the erection of the overhead – accepted tender of W. J. Grant subject to checking ability to carry out the work. Agreed for the Engineer to call tenders for further workshop equipment, including a jib

crane. At the meeting of 22/12/1915 – opened tenders for the various workshop items and signed various contracts.

Finance Committee 11/1/1916 – considered legal bill, timing of meetings, acquisition of the horse tramway, £500. Teesdale Smith had asked for £204 variation to pay an increase in wages, but noted that this had not been approved by the Wages board, so therefore No.

Tender sub-committee 18/1/1916 – opened tenders for the 500 span and anchor pole clamps.

Meeting No. 38 – 21/1/1916 – agreed to sign and seal the agreement for the appointment of the Manager, agreed to appoint Car Depot Foreman, Inspectors and an accountant (to complete a Fidelity Guarantee Insurance – trust to pay premium), H.N? Guice? Appointed – assistant accountant at PMTT £300/a, Car Depot Foreman –Mr. Prior of PMTT, £350/a, also do the perway and overhead maintenance. Mr Galway be appointed Senior inspector, £5-10/week, Mr Simpson 2nd inspector £4-10/- per week, 3rd position held over. Agreed not to pay the Teesdale claim for extra wages, acquisition of the horse tramway, Cr Rooks to visit Adelaide to inspect the cars next week. Purchase of the park – chairman reported on the death of Mrs Welch, that her legatee Ms Ball had intimated that she wish to continue the arrangements for the sale of the land, and it was thought possible that she would accept all the price in debentures. Corner of Power and Burwood – letter from Miss Fuller one of the shop keepers at the corner – received and trusts reply endorsed. Two horses to be obtained for the tower wagon – Cr Bell authorise to purchase horses at the best price. Noted that MTCO is selling some. Agreed to lease stables opposite the car barn for 5/- week, purchase of office furniture, letter from Mr Goodman regarding purchase of uniforms, revise committee structure to Finance and Traffic and Tenders and Works.

Minutes of the Finance Committee 1/2/1916 - For a loan of £10,000 from the Trustees E&A, interest at 5.5%, payable 1/10/1925 interest payable $\frac{1}{4}$ and 1/10. Engineer advised he had engaged Mr Christie to superintend the unpacking of the electrical equipment at the depot at £5/week, obtaining prices for copper rods for the battery room, only ex Sydney,

Meeting No. 39 – 4/2/1916 – accounts paid just of £8000, agreed to pay up to 5/- per week for a storage site at corner of Munro St and Riversdale Rd, made a presentation to former trust member, Chas Atkins. Chair reported on the rent of a stable site in Wallen Road for a year at 5/- /week. Cr Bell reported that he had purchased the horses for the tower wagon. Had a letter from the City of Melbourne re the park – but did not give details, letter from the Electrical Engineer of the City of Melbourne re wires on poles in the city area, adopted the plan recommended by Mr. Wagner?

Meeting of the works committee 10/2/1916 – accepted tender for a rest house from a Mr Eadie £137-17-6, accepted tender of McPhersons for dogspikes, 19-11d per 100 for the Riversdale Road extension. Letter of agreement with the City of Camberwell from solicitors, recommended for acceptance. Received valuation of Roche property.

Minutes of the Finance Committee – 17/2/1916 – accepted recommendation of a grey cloth for uniforms, 8/6 per yard, Chairman reported on the Tramway Conference of Chairmen.

Meeting No. 40 – 18/2/1916 – agreed to adopt after considerable discussion the recommendations of the conference meeting above, though Cr Webber dissented on resolution 1. Referred the purchase of land at Burwood and Power to the finance committee with authority to act, HTT

monogram on the entrance doors to the depot, agreed to call tenders for bags (sample was rather heavy), badges and buttons. Letter from Teesdale Smith about the unsatisfactory condition of the rails ex Riouw, could be claim, report to next meeting. Discussed a letter from Teesdale about having to leave the road open – considerable expense – not sure where this stood, rail delivery problem I think.

Special meeting of the Finance committee – 22/2/1916 – agreed not to pay (again) the 1/- a day increase in the wages of Teesdale, agreed to offer the sum of £500 with 25 guineas cost as full compensation for land at the corner of Burwood and Power.

Meeting of the works committee – 24/2/1916 – accepted prices for blinds at the car depot, held over the decision for testing for fire hoses etc, the MFB wanted £10/annum, employment of a typiste discussed – should offer employment to returned serviceman and no lavatory accommodation. The Engineer advised that the cable ordered through the British Helsby Co had been commandeered the cable. Chairman and Manager to act.

Minutes of the Finance Committee – 2/3/1916 – discussed the 5% charge by the City of Melbourne for the supervision of work was acceptable, and that the contract with British Helsby was for the delivery of cable into the Melbourne store.

Meeting No. 41 – 3/3/1916 – passed for payment £6883 of accounts. Engineer reported that he purchased the replacement cable and gave prices. Received report from a Mr. D Avery consultant chemical engineer about the damaged rails. Engineer to report to the next meeting. Letter from Teesdale Smith asking for the 1/- wage claim be referred to Arbitration, though he did provide a copy of the wages board determination – refer to Works committee along with, claim for wood blocking on Wallen Road bridge, lighting on the Riversdale Road extension due to delay in having the excavation open. In regard to the Engineers report, Mr Shillabeer advised that it was considered by some that the ventilation of the battery room was considered inadequate – Engineer to report. Engineer discussing with Hawthorn, the road levels on the Burwood road rail bridge and that he had received advice from NSW on ticket systems. Tower wagon delivery from D&F, Cr. Bell to purchase the harness.

Meeting of the works committee – 14/3/1916 – letter from the Solicitors in regard to the claim from Teesdale Smith, agreed to pay the claim from drivers for following the Wages board determination, Teesdale smith had no claim for the wood blocking on the Wallen Road bridge, covered by the lump sum contract, and that the Trust should meet with Teesdale Smith and discuss the claim for extra wages. Adopted the Managers report on the Sydney ticket system, the damaged rails, should make a claim for £2074, purchase of steel for bogie car axles, and the employment of a typiste. No returned service, trust said keep looking but only needed hire a lady. Cost of alterations to the decking to the Wallen Road Bridge, £930-9-0 for the trust to supply the sleepers and the wood blocks. Agreed to recommend a house for the tower wagon be built, installation of fire proof doors at the depot £97, agreed to accept Stokes and Sons offer for Badges and buttons. Bags to be obtained from G Priskey ??? & sons at £1-3-6 each.

Finance committee – 17/3/1916 – Letter from solicitors re Burwood and Power land; the owner seeking £1800, agreed trust should offer £700 as full compensation. Miss Fuller a tenant of Roche's property seeking compensation due to loss and expense due to the Trust's acquisition. Not in our

powers. Discussed the fares for the Riversdale Road extension as part of the Order in Council, 5d through fare, Manager to report on overlapping sections and the fares for each and a list of matters to be made subject to the bylaws etc. Mr Smith unable to make meeting.

Meeting No. 42 – 17/3/1916 – agreed to appoint Drs Boake and Wilkinson of Hawthorn at the medical officers at a fee of 10/6 each examination. Each member to be provided with a report about the ticket system proposed. For depot furniture, Australian timbers to be used. Agreed to advertise for a typiste, male or female preference to returned servicemen. Agreed to recommendations of the works and finance committees. Engineers report; agreed to open the Wallen road line as soon as it is ready, invite list discussed, purchase of further materials for the substation and cables, issue of gold passes to trust members and that reciprocal rights for other tramways be offered – from the tram chairman’s conference. Issues with the hawthorn bridge perway and alterations to poles at the Swan St railway bridge had been resolved.

Special meeting of the Trust – 22/3/1916 – though no quorum, discussed matters for a further special meeting 24/3. The ES&A bank at corner of Swan & Church to be appointed as bankers as the Colonial bank had no suitable branch to take deposits. Scholar’s tickets – any 2 sections 1/9 per month, 4 sections 3/6, 6 sections 5/3, available 8 to 930 and 3 to 5 in the evening, subject to certificates being presented. Also advertising on the rear of tickets, cost of tram tickets, uniforms, 24 applications for a typist, including 1 returned serviceman; interview him – if suitable employ otherwise Miss Mossman who had tramway technical experience. Letter from The Tramway Employees Union asking for an interview with the Chairman about working conditions, obtaining prices from printers for forms etc., furniture for the offices and the Burroughs Machine.

Special Meeting of the Trust – 24/3/1916 – considered tenders for uniforms – had three prices – Mr Massey offered a very good price, Engineer to check first, caps to prices – both 9/6 each, Chairman to interview the recommended bank, Scholars tickets – agreed – to solicitor for bylaws, tenders for tickets received, agreed to accept JJ Miller Printing Co., agreed to interviews reps from the Tramway Employees Association, agreed to employ Counsel to represent the Trust in the matter of land at Burwood and Power – Mr Schutt or Mr Starke. Chairman to confer with the Manager and advice members about the opening date.

HTT meeting minutes 7798/p/0001 unit 2

Start 29-9-2015 Meetings No. 43 to 68

Has index at front of book, through to last meeting held on 30/1/1920 – see photo of book and of a typical index page, though looking at, it is not complete.

Meeting No. 43 – 31/3/16 – notes trial car to Melbourne on Saturday at 930am, meeting held at 31 Queens St and discussed opening arrangements.

Finance Committee – 14/4/1916 – Secretary’s salary increased to £200.

(Minutes for next few meetings very skimpy on detail – subject heading in left hand column and then just “approved” or similar.)

Meeting No. 44 – 14/4/1916 meeting at car depot, claim from Per Way contractor referred to solicitor, Public Liability and Accident insurance arranged, MTB suggesting a conference, Board asked for a report on the condition of the track.

Meeting No. 45 – 28/4/1916 – accident to W. Trehane, compensation – nil, extra x over at Princes Bridge, danger at Princes Bridge from road traffic – referred to hackney carriage committee

Meeting No. 46 – 12/5/1916 – additional cars – call for tenders for 8 bogie and 7 combination cars with options for another 15 – noted need for an extra 6” between cross bench seats and estimate for additional depot space. Report submitted by Engineer re condition of track, article in the age referred to, land for car depot (*is this to the south of the then depot? Or somewhere else?*)

Meeting No. 47 – 26/5/1916 – visit to the tramway park site, board table, rest houses at various places.

Meeting No. 48 – 9/6/1916 - letter from L. Flannagan (*see page 32 photo*) – Architect re adverse criticism received, asking to be heard by the Board. Passes for councillors not granted, extension to Boundary Road from Highfield road given approval, noted the Engineer manager employed Flannagan and the Board could have said no.

Meeting No. 49 – 23/6/1916 – Mr Flannagan – attended meeting, could be further questions resulting.

Meeting No. 50– 7/7/1916 – Rear lights on cars - £1-2-0 each and strap hangers to cars, coloured lights at stops, power street section and transfer tickets and furniture for Board room.

Meeting No. 51 – 21/7/1916 – rest house at corner of corner of Camberwell and Bowen Sts., running of Power St cars through to Auburn Road, trial approved, claim from Teesdale Smith (Per way contractor) to be submitted to Arbitration. Seems that Mr McCarty was to be the arbitrator! PMTT offers to sell 4 Adelaide type cars to the HTT, passes for blind people, tenders for new cars received – referred to committee, final certificate for depot builder be issued, agreement with McCarty for further work (*photo page 52*). Appointed as Architect and supply all plans and specs for new car depot – 4%, car bodies contract supervisor – 2%, electrical equipment 2% and special work at depot entrance 4%. Log of claims from Tramway Employee Association, shelters Riversdale and Glenferrie Roads, (in conjunction with PMTT).

Meeting No. 52 – 4/8/1916 – Power St cars to run to Auburn road for 1 month as a trial, retention money returned to Per way contractor though kept £1000, feeder cable purchase, bicycle shed – deferred, purchase of 4 cars from PMTT, the provision of railings on the Richmond railway bridge continued from previous meetings,

Meeting No. 53 – 18/8/1916 – free travel to local police approved, contract for the “tramway park” be sealed, form of debenture to the State Savings bank for £150,000 be sealed, recommended that the running of Power St cars to Auburn road be discontinued, approved, carriage of mails approved, sale of steel poles to PMTT, agreed to purchase a trial set of National air brake equipment.

Meeting No. 54 – 1/9/1916 – East Burwood Tally Ho extension league - advised them that the Govt would not authorise this extension, installation by MESCo of a 300Kw Motor Generator, route letters

in windows, purchase of wheel lathe, purchase of cars from PMTT subject to satisfactory painting for £2981-3-3, Metropolitan Tramway Park – payment of £9089-10 by Tues 5/9, Wallen road bridge contract dispute, tramway log of claims – letter from W. Strangward of MTB re a conference, use of American blinds instead of British blinds in the trams.

Meeting No. 55 – 15/9/1916 – tickets systems – letters from Christchurch, EScO – deferred pending possible transfer of system to a metro authority, park purchase finalised, sale of poles to PMTT £10-9-3 each, additional Motor generator OK, purchase of a water sprinkler car?, wire netting to Wallen road bridge (the saga continues), compensation to Mr Treharne, 10/- per week for 3 months, agreed for a bike shed and roster room, draft contract with Teesdale Smith for extension, report on conference of electric tramway undertakings.

Meeting No. 56 – 29/9/1916 – meeting with ATEA (the union), purchase of land at corner of Riversdale and Glenferrie, renewals and sinking fund, arbitration re per way – Mr Smith has been ill – meeting deferred, cost of a sprinkler car £1628 – no further action, uniforms – most unsatisfactory, but purchase new for the working of the Riversdale Road extension, report requested on the damage to the car house from recent rains. Engineer managers reports are presented and adopted – little if any reporting generally.

Meeting No. 57 – 13/10/1916 – industrial agreements – Labour Act should provide for filing of agreements and that these should prevail over wages board determinations. Red lights on rear of vehicles, Trust seeking a bylaw that all vehicles carry a red light on rear, tar mixing shed at depot. Agreed to drivers and conductors wages – 9/6 per day for first year and then 10/- day afterwards, wages board rates for others, basic of 9/2 day.

Meeting No. 58 – 27/10/1916 – report from architect re damage from recent rains, shire of Nunawading agrees to contribute 1/5th of the “Capital cost” – (page 395) of the Metro Tramway Park (this name was used until the name of Wattle Park adopted), fortnightly wages bill of £769-10-8 authorised, draft bylaw re red lights adopted, tenders for clothing accepted, tunic 7/6, trousers 4/6. Tenders for special work at depot, Horrocks Roxburgh accepted for £765. Plans for extension of depot approved except for the lavatories. Complaints re connecting with PMTT cars – referred to traffic manager.

Special meeting of 1/11/1916 – report on the statement of accounts – approved.

Meeting 59 – 10/11/1916 – letter from Flannagan architect addressed to Chairman considering unfair that the plans submitted by him had been made available to the new architects. Resolved that he be informed that under the agreement with Mr McCarty the Engineer is to supply all plans and the trust does not know Mr. Flannagan in the matter! (*See photo – page not recorded*) RACV in agreement with red lights on rear of vehicles, connecting with PMTT cars – instructions issued, water troughs in Swan St should be removed in the interests of safety, appointment of a QS for new depot, plans for new depot – shops deleted and conveniences facing Power St be deleted – reached limits of borrowings, cost of new building estimated at £6963.

In many of the minutes around this time was discussions about the corner of Burwood Road and Power St – it went on and on !

Meeting No. 60 – 24/11/1916 – goes through the letters received, eg Nunawading about the park, issues with the provision of power by the PMTT – resulting from a breakdown of Hawthorn depot equipment – too many cars operated, track cleaner comes up again, car depot extension plain wall be substituted for the proposed shops. Serious break down of substation, temp power for 8 cars from PMTT, No. 1 generator had been repaired – resulting from a mishap to the machinery. Thanks to McCarty and employees.

Special meeting of 28/11/1916 – re operation of trams between 730am and 730 pm if requested by the navy department.

Meeting No. 61 – 8/12/1916 – appointments to the tramway park committee, draft by law re red lights at rear read into the minutes, plans submitted by architect Mr Sydney Smith approved (but how come they “know” him??). A case of negligent driving – pending case against Driver McRae – police asked to advise HTT in future. Financial position – appears to have run out of cash due to a defective advertisement of notice of intention to borrow – a month’s delay, would have to issue vouchers to Teesdale smith and Duncan and Fraser. Conductor Parsons knocked down by motor car on 4/12, unable to resume work HTT solicitor to secure damages from driver of motor car. Formation of Tramways Club, coal strike and power supplies, shelter proposals, asking the Hawthorn Council to make Riversdale Road. Engineer to report on the 4 cars ex PMTT – their condition, when would they be in commission and cost of repairs. Delays on obtaining urgent crossovers from the UK, opening of the Metro Tramway park 23/12.

Special Meeting – 20/12/1916 – chairman given authority to attend the compulsory arbitration conference and full discretion to act.

Meeting No. 62 -21/12/1916 – purchase of depot land for £650 from Hawthorn Council, reported on Arbitration meeting, accounts – power from PMTT £69-8-1 and wages £804-18-8. Discussions re the park – gates, park ranger, water supply. Christmas greetings to staff and note tramways club. Nunawading appointed a rep to the Park Committee.

Meeting No. 63 – 19/1/1917 – PMG asking HTT to accept full responsibility of carriage of mails, cannot comply – suggested a postal official travel in the cab, investment of £1250 from the sinking fund be invested in the War Loan. Also notes regarding YMCA and 15th brigade comfort fund, number of legal proceedings in regard to obstruction of trams and damage. Ticket printing contract to W. H Osborn of Victoria St 7.25d with advertising, 7d without (does not say whether a block or 1000 tickets) printing of forms, rest house at Princes Bridge- issues – lack of doors and lighting on the building. Car bodies - £2500 payment be made, letter from architect re opening of tenders. Drop pit for wheels – approved. Other topics timber for maintenance of trams, materials for track maintenance, investigation into the installation of service phones to tower wagon driver and overhead supt. Tenders for car depot – cheapest £8190 of R. L. Phillips, accepted in principal. Board noted that the HTT Secretary Lt L. A. Cleveland awarded the Military Cross

Meeting No. 64 – 2/2/1917 – opps – car depot work – tender of W. R. Davis for £8443 accepted, was the 2nd lowest – does not say what happened.

Meeting No. 65 – 16/2/1917 – HTT could not lower the charges to the PMG for the carriage of mails, Burwood accident (of the 7-1-1917 - the first mention – happened) – Coroners report received,

misadventure, appreciation of the services of the trust of its officers recorded in the minutes. Condition of track discussions with Hawthorn Council, appointment of a clerk of works, rest houses use the PMTT model, compensation to conductor Higginbotham – Burwood accident, £10-0-0. Request from residents of Glen Iris valley for the trust to operate the Glen Iris to Darling railway – referred to the Prahran and Malvern councils. Thank you letters to McCarty and Mr Gaulway's in preparing evidence re Burwood accident and letters of thanks to nearby residents. Meeting with the Hawthorn tramways Club seeking funds – decision next meeting

Meeting No. 66 – 2/3/1917 – accident to Motorman May, support given to Hawthorn tramways club, tender for erection of wall at depot, invite tenders for rest houses – five number. Tramway Park – curator of park appointed, new gate, sanitary arrangements, opening day (31/3/1917), name of park at next meeting.

Meeting No. 67 – 16/3/1917 – agreed name should be “Wattle Park”, payment of Barrister's services £61 total, assault on conductor Parker, accident to Mrs Hanssen – payment, fitting of new cars with air brakes, approved – approx. cost £20 each, £50 expenditure approved for opening of park, approval for the club to use a large room for the club smoke night.

Meeting No. 68 – 30/3/1917 – letter from City of Richmond about lights at stops and on Hawthorn and Wallan Road Bridge, letter from Camberwell re cost of operating the extension, recommended that overs be paid to the club for the sick and accident fund – approved. Tramway Park – re sanitary conveniences for 100 people, manager reported dismissal of 2 employees for carelessness or drunkardness. Increase in salaries – Mr Gaulway £325/a, Mr Simson £260, Mr Wilson £234, and the other inspectors £208, Miss Simpson £1-5-0/week. Agreement with Mr McCarty – renewal of agreement expiring 6/4/17, £350 for a further 12 months. Tenders for 6 rest houses received, architect to interview lowest tender, a Mr Werner as to his nationality and ability to do the work for £294. New coils for motors, £10-15-0 per set be ordered, request for Tramway Board for slight extension of their track at Bridge – OK subject to permissive occupancy. Progress payment to D&F for £2000 and £59-16-10 for payments to defendants, solicitors, barrister and doctors re the Burwood Accident.

Visit of 6-10-15

Meeting No. 69 – 13/4/1917 – more payments for Burwood accident, doctors accounts in guineas, considered rough draft of a park souvenir, delay in traffic on the park open day, another accident? Drives not following rules? Salary of Engineer / Manager increased to £400/an. £500 payment to W. Davis for car depot extension, clothing tenders received (detailed in minutes), authority given for purchase of 500 lamps for 1/5 each and use of gold shading in the letters of the new cars remaining to be delivered.

Meeting No. 70 – 27/4/1917 – letter from Hawthorn CC, re workman fares, fares fixed by Order in Council and can't be changed. Opening Day of Wattle Park – problems with working the single track, discussed the Riversdale Road extension and financial results from operations and crediting City of Camberwell. Storage of car bodies noted, extra brickwork in depot – use the rates in the tender document, reports being given to the press other than by the chairman, Rest Houses – approval of the relevant City Engineer should be obtained.

Meeting No. 71 – 11/5/1917 – letter from Victoria Insurance Co – advising that an extra premium of £51-5-0 payable in respect of the Trust’s Public risk policy. Committee to visit Malvern depot to look at the automatic receiver, letter from City of Richmond inquiring whether trust would be agreeable to construct a line of tramway from Victoria St in Church St to about Prince Patrick St – yes subject to a satisfactory agreement. Lectures to drivers and conductors being given by Engineer/manager. Sale of Rails to Fitzroy trust agreed – 16 x 45’x90lb at £18/ton. Problems with foundations of original depot discussed. Reduced the bill for the cartage of the Burwood accident tram from £45 to £35. Discussed the claims of Teesdale Smith, *see photo of page 182* referred to Finance Committee. Car bodies to be stored in Adelaide – D&F agreed with the Honorary Inspector Cr Rooks and additional conductors needed at busy times between City and Burnley to collect fares.

Meeting No. 72 – 25/5/1917 – order of the day was regard to the operation of the Riversdale Rd line and payments to the Camberwell Council – for an epitome of the agreement with Council. Duncan and Fraser – payment of £3700 approved. Financial statement showed that it had an excess capital commitment of £9322-19-10 over the funds for capital expenditure available. Agreed that an automatic receiver be installed at the depot subject to the cost. Destination sign for the Riversdale Rd extension agreed to show Wattle Park. Knocked back a request from Burwood Progress Association for band performances at the Park. Letter from Fisheries and Game department advising that Wattle Park had been created a sanctuary for native game. Approved settlement with Teesdale Smith, deferred the extension of the brick wall at the new depot, lack of funds. Considered cards for inside of cars showing the correct way to alight and board, inspectors office at Princes Bridge to be built by day labour – only one tender received £35-15-0, overcoats for traffic staff, inspection of track by Board, Cr Bell approved to purchase a new horse.

Notes on special meeting re car depot foundations - *see photos of pages 191 and 194* - and a little bit pages – arguments over who was at fault, further tests to be done, not deep enough?

Further discussion about rest houses and relocation of one planned for Stawell St be moved to Burnley St. Note about a “tank” being constructed for Empire Day and its success – a motor lorry owned by Mr Davis involved. Was this a “replica” tank?

Meeting No. 73 – 8/6/1917 – letter from City of Melbourne not agreeing with proposal to credit Camberwell with the contributive value of the extension. Tenders received for the Wattle Park Souvenir brochure, agreed to proceed, subject to no advertisements. Mr Owen appointed as park ranger from 1/5/1917, offer from Mr Jarrett to print timetables, accepted. Flannagan provided a report that the value of work not done on the foundations was £106-13-7.5 and that a demand be given to the builder for this amount. Canterbury Progress Association had donated trees for Wattle Park. Cr. Bell had purchased a horse after a visit to Broadford for £36 on trial. Mr Owen Wattle Park Ranger to be paid £1/week monthly engagement with right to ageist and crop. New Rules and Regs adopted.

Meeting No. 74 – 22/6/1917 – interest on the Wattle Park purchase – resolved that the interest on the purchase should be charged to each of the four councils equally. Cr Bell to arrange the sale of the old horse, discussion took place on a traffic issue at the Burke Road junction on 18/6 at 730am – bad management – report to be submitted.

Meeting No. 75 – 6/7/1917 condition of track - authorised repairs to be made following a report from McCarty. Car depot foundation – Committee not happy – *see photo of page 210* – see next meeting re agreement, but it got delayed a bit.

Meeting No. 76 – 20/7/1917 – Richmond Council happy to credit Camberwell with regard to the extension, considered report from McCarty on points where the roadway is higher than the track, approved overcoats for crews, electrolytic action on PMG cables, approved purchase of ¾ mile of trolley wire for £203/ton cif, Letter from Burne (depot builder) advising amounts paid to QS and architect by himself - *photo of page 214*. McCarty advised that the car depot foreman – Mr Christie had resigned and Mr Cosgrove appointed starting in 4 to 5 weeks time, Delayed review of McCarty agreement to next meeting.

Meeting No. 77 – 3/8/1917 accounts – wages 2 weeks £953-17-8, fire insurance £81-11-9, Cockram for rest houses - \$97-5-0 and advance for construction £500. Tramways employees association – need to come to an agreement - similar basis to that of NMETL and confer with PMTT. Time Recorder clocks to be repaired. Proposed tramway Clifton Hill to Swan St under consideration and one for Sth Melbourne. Per way levels – resolved that a plan showing levels be sent to Hawthorn asking them to contribute to costs of putting in drains as their road is higher. Final payment to Cockram for rest houses. Considered a report to the rounding off the SE corner of Glenferrie and Riversdale. Hawthorn Council would acquire the land, provided PMTT and HTT contributed £75 each. Requested a report from McCarty about the costs and description of getting the track in perfectly satisfactory and proper state.

Meeting No. 78 – 17/8/1917 - payment to McCarty of £250 for engineering fees, Hawthorn council not agreeable to amending agreement for Riversdale Rd. PMG asked if HTT would consider clearing pillar boxes – no, arbitration with crews reported on and agreement suggested – approved, Motormen and conductors, - 1st year 10/-, 2nd year 10/6, 3rd year – 11/-, overtime time and ¼ for first hour and then time and a half. Annual leave – 12 days on full pay, time and half for 8 public holidays – Xmas, boxing new year, good Friday, Easter Monday, 8 hours day, anniversary day and Kings birthday.

Meeting No. 79 – 31/8/1917 – track drains – cost be paid out of revenue on capital account. Discussed Mr McCarty's agreement – in regard to fees paid to the architect and the QS that these fees should have been paid by McCarty (and not the builder) - referred to the Board's solicitor. Ticket for use between Auburn and Trafalgar roads approved. Approved accounts for motors, wheels and axles, new depot £1600 and final payment to Smith for extension. Melbourne and Metro tramway authority bill received following its introduction into Parliament. Asked for review of sections and fares given heavy increases in costs. The Clerk of Works – Mr Walkedon has died, thanks for his work and condolences to his widow.

Meeting No. 80 – 14/9/1917 – report from McCarty that the construction of the Church St tramway is desirable. Still paying doctors accounts for Burwood accident, Metro tramways bill – memoranda of Municipal conference received and adopted. Burwood accident - £315 payment re compensation – board asked for a report on the full costs. Fixed date for tree planting at the park of 6/10/1917. More trolley wire purchased. Sudden death of the HTT medical officer – Dr Boake. Proposed souvenir book on Wattle Park reviewed, not happy, may go out to tender again.

Meeting No. 82 – 12/10/1917 – per way overhead foreman salary increased to £5/week, correspondence with Dr Merrilees received as HTT Medico, depot land – payment of £950 to Hawthorn council for land as per plan and a sum of £50 for making the up the triangular piece opposite the depot in Wallen Road. Considered operation of Bridge Road - Power St service, half hour service would not be convenient to the public. The cost of double curves into Power St from Wallen Road over £1450. Extend line along Power St to Barkers Road or up Burwood Road could be options – report adopted, but no action. Also considered plans for various loops at Punt Road for storage of trams, luggage racks not able to conveniently fitted to cars, park booklet, printer having printing trouble with reduction of power supplies. Considered newspaper report on competition with the railways. Engineer reported on the opening up of about 270' of track at the corner of Batman Ave and Swan St to give a concrete under the sleepers rather than ordinary ballast. Matters re the park ranger hours, erection of stalls at the Park for sale of afternoon teas, ice creams and flowers, agreed to one year £7-10-0/a. Cr. G. Webbers last meeting, before going to the front, chairman thanked him for his services. Received letter from the Secretary that he had promoted to a Captain.

Meeting No. 83 – 26/10/1917 - Hawthorn advised approved the construction of a line along Church St, Richmond council asked that its interest on Wattle Park be deducted from the annual dividend payments. No – payment is due on specific dates. Re Church St tramway, Melbourne not prepared to agree until after the war.

12-10-15

Meeting No. 84 – 12/11/1917 – adopt Committee and Engineers reports – that's all we see. Sanitary facilities at the park discussed, report on the conference of Tramway Undertakings about the railways alleged aggressive competition and that a response be prepared, cost to be funded on a tramcar mileage basis. Report on the Adelaide based Town Planning conference given. Discussed the Audited accounts how £1800 be shown relevant to the construction account and purchase of Wattle Park. Finished proof for the Wattle Park souvenir approved. Gave approval for the construction of a paint shop for £150, to be paid out of revenue – insufficient capital funds.

Meeting No. 85 – 23/11/1917 – approved the Commonwealth electoral office putting placards in cars re the forthcoming referendum, granting free travel to French soldiers visiting Melbourne, discussed the “leaking” of trust affairs in the press of 16 and 17/11 – left in hands of the Chairman. Asked for a report from the Engineer about what portion of the track requires renewal as against repairs and maintenance only and estimated cost. Considered a motion of Cr. Smith that the trust approves of the Govt. action re conscription and pledges help to support same. Seconded Cr. Wood. “At the general desire of members, it was decided to withdraw this”

Extract from the Argus for 16/11/2015 (wad corrected text, but problems with the £ amounts, reading the original text difficult).

HAWTHORN TRAM TRUST

INCREASED FARES POSSIBLE

The annual report of the Hawthorn Tram Trust in September 30 last, which has been approved, sets out that the total cost of the trust's undertaking to date is £278,682. The revenue for the year was £60,378, and working expenses were £43,844, with an additional £11,420 for interest on capital expenditure. The fatal accident at Burwood involved the trust in heavy payments, and after providing for sinking and renewal reserve funds, only £1,805 is available for distribution to the four constituent councils. The dividends to the councils will be:- Hawthorn £384/6/11. Richmond, £337/1/3, Melbourne. £340/11/3, and Camberwell £189/16/6 (excluding loss on Riversdale extension line)

More than 6,000,000 passengers were carried on the trust's lines, the average traffic revenue for a car mile being a fraction over 1/3, while the working expenses, including power cost, were slightly over 11d per car mile. A loss was entailed in operating the Riversdale road extension, and on this account the Camberwell City Council will be called upon to make up the deficiency, £2,866. The fleet of 26 cars will shortly be augmented by 13 others, and overcrowding will thus be relieved, but the present rate of traffic revenue cannot be expected to continue. Increased wages to employees under the new agreement will amount to £3,500 per annum, and the question of increasing fares and eliminating overlapping sections will be dealt with at an early date.

Meeting No. 86 – 7/12/1917 – requests from people to have tea rooms etc at Park – will consider a request with the general scheme of development is being dealt with. Received tenders for sanitary facilities at the Park - £460 to £630 – look at options and day labour. Ok to get water to the park and draw up a general scheme for the development of Park with approval of funding Councils – Melbourne, Richmond, Hawthorn and Camberwell. (*this raises the question about Nunawading purchasing a percentage of the park at Meeting No 58*) Letter from Nunawading re extension – come to next meeting. Engineer Manager reported that letter from British Westinghouse re equipment for 7 cars – see photo of page 256 – Footscray involved. Engineer reported on a letter from architects for new depot – Sydney Smith & Ogg re using a concrete floor instead of tar in workshop and store. Seepage issue from old building - £94/15/- gave Cr Shillabeer and Bell power to act. Discussed the supply of tickets, uniform controls, councils maintaining the 18" of pavement outside the rails, Power St – one man cars, transfer tickets with PMTT at Burke Rd junction, extension of depot wall, wheel lathe. Chairman reported unable to ascertain who did the leaking! Reports from the Trust officers – not me!

Meeting No. 87 – 18/12/1917. Correspondence from Hawthorn approving the payment for depot land of £950 and £50 for the triangle. Correspondence from Commissioner of Land Tax re Wattle Park – tax had been remitted, other land being sorted out. Account from the railways for Riversdale Road crossing - £1034-3-0 – ask for details. Decided to accept the tender of Jas Moore and Co for sanitary facilities at the park – not in the list of tenders given on 255 – where did this come from?? Extreme urgency for the work. Agree to running of one man cars on Power St – what arrangements could be made for these cars. Problems with delivery of the Wattle Park booklet – not happy. One tender only for tickets – W. H. Osborne - 11.5 per 1000 – fresh tender to be called from people in Sydney. FTT will include in their next tender, 7 motor equipments for HTT. Extension of depot wall

approved. Meeting with Nunawading was supposed to have taken place at this meeting – but no minutes.

Meeting No. 88 – 11/1/1918 – letter from Hawthorn re Engineers report of drainage of track received – but not all happy, some wanted an independent report. Loan from Commonwealth Bank of £12,000 approved in addition of the £50,000. Asked for a report on round trips tickets with the PMTT. VR account -ask for details of materials and wages. Tickets – only Osborne’s tender, 10 million 1/- per thousand, if 15 million – 11.5d/1000, if advertising then less 3d off – left in hands of chairman.

Meeting No. 89 – 1/2/1918- traffic – committee to bring a report on improving the ticket system on the extension, ticket printing approved (but what was approved?), lots of little matters, paid the railways account for the Riversdale Rd crossing, letter from Richmond re boys jumping on and off cars. Workman’s tickets – can’t do pending transfer to the metro authority. Letter from Nunawading as to the Trusts liability re Wattle Park. Agreed to purchase a wheel lathe for £205 (shipside) from Stirling Engineering Co. (Sydney). Long report on the repainting of cars held in Adelaide (*see page 272*) – problems of the grey colour and varnishing. Problems of vehicles and horses accessing the park and people camping in it – NO – need authority. Legal advice to be obtained re park booklets.

Meeting No. 90 – 15/1/1918 – Govt. to be asked to extend the trust borrowing powers, accepted tenders for new uniforms and grey cloth. D&F agreed to a deduction of £35-19-0 re paint finish repairs. Chairman in consultation with the CBA in regard to proposed tank being built and decorating of cars to advertise the War Loan.

Meeting No. 91 – 1/3/1918 – letter from Premiers Office, saying no contract or appointments be made longer than 12 months due to early intro of the tramway bill. Cr Bell authorised to purchase new horse for £33 and the injured horse be turned out for 3 months. Agreed to contract for 7 small (tram) equipment and 1 auto brake equipment be purchased for estimated cost of £4224.15.0 and that the old contract with British Westinghouse be cancelled. Wheel lathe in Sydney not suitable, tenders to be called. Met with a deputation from Burwood Progress Association, asked for workman fares – not much hope pending metro system.

Special Meeting of 11/3/1918 – *see photo of page 284* –report from employee Currie, disclosed serious irregularities in the trust affairs, matter referred to Chair and Cr Read to such action as the might think advisable including authority to suspend the Engineer manager and such other employees as they might think necessary.

On page 285 – photo – memo of conference with Nunawading 18/11/1917 – re extension – keep the discussions going.

Meeting No. 92 – 15/3/1918 – problems with Wattle Park booklet, Board not happy with result. Extension to Box Hill – asking for members to attend a deputation to the Minister of Public Works, but it may be delayed to the States political situation, re death of G. Robson – no blame on the HTT – coroner. Discussed motor equipment – no reply received back from British Westinghouse. Decided to place order with Aust. GE and to take the risk of British Westinghouse delivering. Rest House at Kooyong Koot road – local residents had gather £7, cost would be £60. Nice but the metro tramway

on the way – no further expenditure! Wheel lathe (but), offer submitted by Bevan and Edwards subject to inspection. Confidential business (*page 290 – photo*) – McCarty services be dispensed with after considering statements from various people and action be taken to ascertain the amount due to the trust for material and labour in connection with McCarty's premises.

Meeting No. 93 – 12/4/1918 – letter from MMBW re cost of water to Wattle Park (ouch), Nunawading meeting with Minister to discuss Box Hill on 17/4, considered case of Conductor Becker who had enlisted that the trust should make up the pay difference – granted. City of Melbourne agreed to pay the interest on the Park purchase and not to contribute towards improvements. Agreed to install Cincinnati clocks subject to a one year guarantee. Wattle park expenses to be recouped by councils as part of the draft legislation for the metro tram authority. Wheel lathe, approved purchase from Bevan & Edwards for £250 delivered to depot, after a letter from the MTB. British Westinghouse agreed to cancel the contract for £95 but the Board said no to the £95 or complete the contract! Letter from MESCo for a room for the sub-station attendant - £35, agreed.

Confidential business – letter from McCarty (shown in column on left as “Late Engineer and Manager” being asked to resign rather than be dismissed. Board said no. McCarty had agreed to pay the Board and would submit a detailed statement of his account. Cr Wood gave notice of a motion Seconded Cr Shillabeer that a whole time Engineer / Manager be appointed.

Minutes of resumed meeting – 19/4/1918 – report of offensive behaviour of two returned soldiers – sent instruction to solicitor to prosecute. Agreed to the motion for a whole time Engineer, agreed to advertise position for £600/a, advertise in Melbourne, Sydney and Adelaide, applications to close on 9/5/1918. Left in hands of Chairman to obtain report on tracks.

Meeting no. 94 – letter from MMBW re water – 9d/1000 gallons, Wattle Park posters in trams, Burwood Rd proposed tramway – supported, Camberwell ticket system to be discussed at next meeting as well as invest in war loan, only do matters essential re pending appointment of new engineer, getting report from PMTT OIC track construction on HTT track, Riversdale Rd flooding between Tooronga and Burke Road.

Meeting No. 95 – 10/5/1918 – appears Wattle Park booklet out, a MLA thanked them. Letter from HTT suggesting that opportune time to amalgamate with PMTT, motion considered but lost 3 to 5. Camberwell ticket system held over to next meeting, Box Hill extension – Nunawading advised that an Order in Council not like for a considerable time. Consider request from Red Cross to sell badges in cars, not granted due to the heavy loading on the cars. Flog the booklet any way you can – letters to all and sundry. Agreed to invest £1400 at 4% interest through the CBA as a war loan from the sinking fund. Received 47 applications for the Engineer /Manager, shortlisted 10, No. 45 was Mr Struan Robertson. Considered interim report from Mr. Jas R Henderson of PMTT on track, motions regarding press statements and information control, motion that the Chairman had the support of Members as his four years would expire on 12/6 and that he had intended to retire but given the problems happy to stay on.

Special meeting of 13/5/18 – re Engineer Manager reduced to two Mr Robertson and Mr Massey and Mr Jeffrey of NSW if he cared to come over! Mr Robertson salary appears to be an issue, asked to communicate with the Chairman.

Special meeting of 16/5/18 – Robertson and Massey attended and then withdrew. Mr Jeffrey unable to attend. After consideration agreed to appoint Mr Robertson for £600 for 12 months.

Meeting No. 96 – 24/5/15 – Mr Robertson accepted offer, agreement to be drawn up, Wattle Park booklet, board agreed to pay £190 only, take it or leave it! Agreed to appoint a junior clerk at 30/- week. Agreed to pay Conductor Cooper two guineas for his suggestion of destination sign regulators. Noted report recommending approval for the use of standard Australian tramway rails – tick and advise NSW. Noted loss of 15 sleepers from a stack on land controlled by Camberwell – bring remaining back to the depot yard. Mr Cosgrove to make careful records and report on the condition of track when opened up to see it complies with original specs. Noted that PMTT had obtained from MESCo a reduction of 15% in the cost of power. The automatic fare receiver – increased costs referred to special committee and to settle accounts with McCarty.

Special meeting of 4/6/18 – considered report of Mr James Henderson, resolved to refer to Mr Robertson and that Melbourne be advised of this. They had asked for a copy.

Meeting No. 97 – 7/6/1918 – Manager reported that track and overhead foreman required – applications to be invited £5/week, applications to be invited for position of Depot Supt. - £7/week – Cr Bell dissented. Defalcation by ticket clerk – in the case of Junior clerk Cakebread, place in hands of the solicitor (later rescinded). Stewart case considered (not sure what this is about), summons to prosecute agreed, but later rescinded. Considered report on the track, copy to the councils, proceed with work not to exceed sum available from revenue. Copy to council on Saturday and copy to Press on Monday;

Joint meeting with Councillors of Melbourne, Richmond, Hawthorn and Camberwell – Melbourne Town Hall 0 5/6/18 – 46 men, Lord Mayor in the chair, for the purposed of electing a chairman – a bit messy, wanted the track report, was there a vacancy – meeting terminated.

Joint meeting – 47 attending – 17/6/18 – after a few counter motions, Mr Dureau was re-elected. One councillor had moved that the position be advertised for £300/a.

Special meeting – 18/6/18 at the Chairman's Office, Cr Rooks wife had died – sympathy, noted the re-election of the chairman, Defence asked for free travel for returning Anzacs, fund raising for patriotic leagues - voluntary toll for passengers entering Hawthorn considered, - did not feel disposed to entertain the proposition! Asked the Manager to report on whether the original specs had been met, what had not been done, what the cost would have been, priority of repairs and costs?

20-10-2015 – start 1017 to 1205

Meeting No. 98 – 21/6/1918 - Minutes corrected for meeting No. 97, regarding the Stewart case – was going to proceed with a Summons in the interest of the travelling public (page 321) but changed to the summons should be withdrawn on the condition that Stewart apologies and promises not to offend and pays the Trusts costs.

Surrey Hills Progress association asked for sanitary conveniences at the Wattle Park terminus, can't do - no funds. Re McCarty, agreed with the statement of account dated 17/6, amounts owing and that he not be supplied with a copy of the track report. Free passes for repatriated soldiers, a

national matter not a local matter – the Trinity Church Camberwell has asked. Traffic delay due to a large steel girder being carted out of Challingsworth's foundry, asked Richmond to prevent this happening again, advertising on Trust trams and tickets? To end with the next financial year – put into the agreement with the advertising contractor. New depot superintendent, Mr. W. J. Rogers confirmed, Cosgrove complained of mistreatment, 2 weeks' pay granted. Granted passes to Anzacs, subject to the Trust being free of any liability in respect of Accidents. Report of conference of tramway Managers – competition with railways, free passes for AIF while on leave; break up of law costs for arbitration conference – in proportion with numbers of crews, opening of Trust meetings to the press – not a conference matter.

Meeting No. 99 - 5/7/1918 – letters re councils appointment of members to the trust, Land for the depot – Hawthorn unable to produce the title, still arguing with the printer of the Wattle Park booklet, the father of Mr Cakebread – junior clerk paid the defalcation £7-5-2, and costs – agreed no further action be taken, a sad case! Letter from Richmond re Cahllingsworth – do it at a slack time or else a by-law! Ticket contract Osborne advised that Lamson Paragon Ltd had taken over his business. Still discussing how to get info out to the press about the trust affairs. Engineer manager be asked to submit complete plans and specs for approval. Also discussed chairman's allowance, Secretary's salary.

Meeting No. 100 – 19/7/1918 – free passes for Repatriated soldiers – should come from a central authority, HTT not liable for land tax, received tenders for a portable concrete mixer, agricultural drain pipes, cement, sand, broken metal, ashes, toppings, asked for a report on the rails supplied to and bought from Fitzroy, NP TT.

Meeting No. 101 – 2/8/1918 – land at Glenferrie and Riversdale still ongoing, letters re track material contracts, determined to hold a special meeting re track and now consider the overhead too. The trusts solicitor be invited too, and the press attending meetings and whether the position of the Traffic Superintendent is needed – save money – report asked for.

Minutes of special meeting 13/8/1918 – solicitor recommended that he brief counsel as to whether Engineer and or contractor be liable to the trust, Chairman to brief Minister re situation and costs incurred by the councils, approved work to start at the Yarra to Church St. No action needed on the overhead.

Meeting No. 102 – 16/8/1918 – approval granted for the War loan committee to place calico signs in the cars, adopted report re land at Riversdale and Glenferrie, speed alarms??, new tram tyres from Thompsons of Castlemaine, examine the reports of the late engineer manager re round section trolley wire, report of the special meeting agreed, repeated minutes largely, still discussing the press attending etc.

Meeting No. 103 – 30/8/1918 – discussed including overlapping sections on Wattle Park, conductors change money, depot land, re Mrs Heyward, not liability but an allowance of £2-2-0 made, Ok for the 7th war loan to be advertised in the cars, resolved that as the extension to Elgar Rd is not to proceed, sell surplus wire, poles, rail etc. Car depot extension, certificate from Sydney Smith and Ogg. Payment by McCarty in accordance with their agreement? Engineer Manager reported that the office of the Traffic Supt. should be abolished, agreed 4 to 3.

Meeting No. 104 – 13/9/1918 – letter of sympathy to the widow of the late Motorman Widgery be forwarded, agreed to make up pay for Conductor Mattershead who had enlisted, owner of land at corner of Riversdale and Burke wrote, asking the rest house outside his property be removed, Trust advised that it is the most suitable place. Motion to rescind the dismissal of the Traffic Supt. lost.

Minutes of Special meeting – 13/9/1918 – solicitor reported on the case re proceedings re track, agreed to be left in hands of the Chairman.

Meeting No. 105 – 27/9/1918 – Richmond protested about the dismissal of the Traffic Supt, resolved that the chairman be requested not to resign from the trust and that he be granted 3 months leave from 11/10/18. Trust prepared to sell all surplus stock and cars (7 single trucks), for which the supply of power cannot be obtained, provided a suitable price obtained.

Meeting No. 106 – 11/10/1918 – advised Richmond that it will proceed with the dismissal of the Traffic Supt, sale of car bodies, leave in hands of Engineer manager and chairman. Letter from Nunawading re conveniences at Wattle park, they would pay 1/5th of cost, Cr F. Read appointed as deputy chair during the chair's absence. Agreed to take the following action re McCarty – page 384 – asked for payment of trusts account for wages and materials used on his own account and that he is liable for heavy damages in connection with the construction of the per way – in regards to his account for professional services alleged due by the trust.

Meeting No. 107 – 25/10/1918 – correspondence re dismissal of the Traffic Supt, Richmond be advised that with now a full time Engineer Manager, the position of Supt. not needed. Approved sale of surplus bodies at price of £615 (each?), cash within seven days, stored at our depot, at FTT risk, without charges and FTT to arrange insurance. Traffic Supt., on conclusion of his months leave, he is given two months' pay. Refreshments for members, dinner for members up to 5/- per head after meetings. Inspectors Barker and Burke have enlisted. Letter drafted to go to McCarty, denying all liability for in connection with his claims for fees and demand payment of £110-19-8 for wages and materials.

Meeting No. 108 – 8/11/1918 – letter from Inspectors engaged with construction work, agreed to ask for an outline of the subjects proposed to be discussed. Cr Smith of Melbourne resigned from the Trust. Car depot extension – certificate from McCarty. Agreed to conveniences at Wattle Park,

Meeting No. 109 – 22/11/1918 – Cr David Bell? Appointed by Melbourne, AETA asked for double pay rates during Peace Week, - confer with other trusts, agreed to hear the Inspectors matters, Chairman returned the cheque for payment for his services whilst on leave, blind persons free travel, yes subject to no liability, *(finished at page 396 –ran out of time)- more to do.*

30/10/15 1.20pm

Considered the accounts, and adopted them asked the Finance Committee to consider how much of the Accumulated Renewals Reserve fund could be used for the reconstruction work. Agreed to the acting chairman's decision to pay double pay on Armistice Day. Letter to the police about horse drawn vehicles travelling on the wrong side of Batman Ave causing a danger to tramway and other traffic. Letter to Richmond Police, thanking them for a point duty man at corner of church and swan Streets.

Meeting No. 110 – 6/12/18 – Cr H H Smith resigned from the Trust, letter from D. R McCulloch Inspector about some matter concerning inspectors – no background. Case of Clerk Hall (new) – report to be prepared, but pay wages in meantime, letters re patriotic funds and tramway employees picnic fund - £1/1. Solicitors bill of costs - ?? Burwood? - £153-17-4, agreed to pay £130 in full settlement. Request for double pay to tramway employees during peace week. Acting Chairman reported he had been in consultation with other trusts and recommended that the request not be acceded to – agreed.

Meeting No. 111 – 20/12/1918 – accounts - £1476/16/2 to MESCo, £500 construction advance, and General officers and staff salaries - £92/6/6. Letter from Mr Fletcher re damage to cart – advised the insurers is should be settled. Re case of Motorman Lambrick and Conductor Courtney – correspondence received from Union and an interview granted. Manager recommended that a bonus of 2 guineas be paid to shedman Livingstone for his invention. Agreed and asked for a report in 3 months' time. Matter re clerk Hall – continue to pay wages to end of year and then half pay. Salary of Engineer manager - hold off until return of the Chairman. Resolved location for conveniences at Wattle Park – one at entrance and the other at the terminus. Decided to ask the manager to place additional length of rail at the Burwood terminus, so trams could cross at Burwood Road.

Special meeting Monday 23/12/1918 – Mr Dureau has returned, considered the case of Conductor Courtney and Motorman Lambrick. Mr Robertson agreed to reinstate the Motorman, but not the conductor and the men went on strike on Sunday. Report from inspector Wilson read to meeting, letter from Union; three reps (Jewell, Parlington? And Abfalter) from the Union then spoke to the meeting, and asked Courtney be reinstated or redeployed. Resolved to ask men to return to work and that a special meeting would be called for tomorrow to resolve the matter.

Special meeting 24/12/1918 – to consider above case with reps from Industrial disputes committee of trades hall and Officers of the union. Agreed after discussion and use of clause 34 of the agreement that allowed the Trust to terminate employment, that the Trust would find work for Courtney pending a formal dispute resolution. Agreed to. This is Xmas eve and there are no trams!

In the minutes between pages 409 and 410 – are a carbon copy of a memo to members, dated 31/12/1918 signed by the Chairman. It appears that the men did not return to work, argument over whether clause 34 applied or 42 applied. Left matter in the hands of the Registrar of the Industrial Court, problems in contacting Trust members by phone! Not happy that men had struck despite the Unions and industrial disputes committee saying they should have returned to work. It seems Robertson may have erred, using the wrong clause! But the Industrial Registrar not happy, but the men had them all!

Meeting No. 112 – 17/1/1919 – very junky – did agree with the Union's request to display notices in the tram re tramways picnic. Agreed to.

Meeting No. 113 – 31/1/1919 - agreed that in the future meetings should be held monthly, unless otherwise necessary. Agreed to give Mr Hall three months on half pay. Agreed that Mr McColl, tower wagon driver who had been injured with the trusts horse and had been away from duty that his pay be made up by the trust, taking into account what he received from the Insurance Co.

Meeting No. 114 – 28/2/1919 – considered letter from Solicitor to settle the two cases (Misses Emery) - £375 for all claims and demands. Agreed. Had lots of reports that were just noted. Salary of Engineer Manager – agreed to increase the salary of Mr Robertson, backdated to 1/12/18, Cr H Bell dissented.

Special meeting – 14/3/1919 – no quorum – meeting lapsed.

Meeting No. 115 – 28/3/1919 – letter from Camberwell re shelter at Burwood terminus – we are not altering our decision. Letter from Richmond re condition track between Mary and Church Sts, - Engineer to report. Engineers report – various matters noted, inspectors and Mr Simpson had asked for a salary increase. Track report – after considering the financial position, agreed to cease construction work as soon as present section completed, total cost of work be debited to the Renewals Reserve fund, but keep the track in order from time to time by ordinary maintenance work, but if special work necessary do it out of the renewals fund but not to exceed the funds available. Asked the Engineer to submit a report to the next meeting outlining proposals to celebrate Peace. They welcomed Cr Webber back from the front and congratulated him etc.

Meeting No. 116 – 25/4/1919 – Camberwell asked for a shelter at Wattle Valley Rd – no funds. Letter from MESCO in reference to a fuel shortage due to quarantine regulations, action by the Chairman?? approved. Agreed to the letter and action of the Melbourne Tramway Board re pay rates during peace celebrations. Engineers report – lots of matters noted, classification of staff, peace, and celebrations alteration to stopping places, tenders, reconstruction of track, accidents, and delays. Agreed to inspect track in Camberwell and Norwood Rd near the Tyrone Hotel be drained and repacked. Cr Bell to arrange. Problem of Newsboys boarding cars selling papers – Engineer to prevent!

Meeting No. 117 -23/5/1919 – reviewed classification of all staff and new salaries, *see photos of page 425 and 426*. Agreed to. Peace Celebrations – individual councils attending the matter. OK'd the work at Milton Grove approx. cost of £120, will inspect track in Camberwell Rd near Tyrone Hotel and given power to instruct the Engineer to proceed if they approve. O.K. cost of moving poles to enable road widening Wallen Road near Morane Rds. Lots of other reports adopted.

Meeting No. 118 – 20/6/1919 – letter to go Richmond advising the Council that maintaining the fence on the Richmond Railway Bridge should be borne by them given that the trust has paid the cost of them. Considered letter from H. Taylor re concession tickets – returned soldiers attending hospital – same as other trusts and interview Senator Russell. Storekeeper applied for a bigger increase, from £13 to £25 – agreed. Engineers and Manager Salary granted an increase of £100 and renewed for a further 12 months. Agreed that the final bonus to Mr Livingstone be £3/3. Agreed to increase the contract for uniforms by 5% from £18/5/19, Resolved to allow collectors on trust premises on pay days for Wharf labourers and wives and families (due to the Seaman's strike?). Shortage of Coal – authorised Chairman to deal with the Coal Board.

Special meeting – 9/7/1919 – meeting with employee deputation asking that the use of the 7 notch magnetic brake be reverted to. *See photo of pages 432 and 433* – the men were not happy with the alternative 4 notch and hand brake method. Chairman noted that they were fitting air brakes as soon as equipment was available.

Meeting No. 119 – 18/7/1919 – letter from Coal Board advising curtailment of the tram services, State Commandant asking for a metal pass for the coat of Private E. W. Low who had lost both arms in service. The Chair to see other trusts to arrange for a joint issue pass. Richmond responded re maintenance of the railings under Railway Bridge at Richmond station – Trust advised it would not change its position. Solicitor advised that delays at the title office – transfer of land at the depot had not yet been dealt with. New wages for Motormen and Conductors, following conference of Tramway Employers Association – refer to Arbitration unless rates of 11/-, 11/6 and 12/- for 1st 2nd and 3rd years of service agreed to. Cr. Bell congratulated on his appointment to the new tramway authority. Members announced.

Meeting No. 120 – 15/8/1919 – MTB had issued a pass to Private Lowe. Hawthorn asked for conveniences on the south corner of Riversdale and Glenferrie – leave to the new authority. Richmond asked the Bundy clock on premises on the south side be relocated to the north side – Engineer to report. Matters now being held over pending the new tramway authority. Central Loan committee asking to advertise the Peace loan – granted. Letter from Melbourne asking to repair tracks within their city – replied matter under consideration and that would be done as funds allow. Letter from Mr Swan asking to erect kiosk at Princes Bridge on railway land leased to the Trust – cannot sub-let. Letter from MBCTT re employment conditions and tramway employees retaining their passes. Richmond asked that the speed restriction of 12mph between Burnley St and Punt Road – Trust considered that the current speed reduction sufficient. Richmond asked that employees be paid full time during the coal board restrictions – could not justify this – Trust had suffered to. Car depot extension – account of £94-12-1 certified by McCarty and Smith and Ogg approved. Approval given by the Secretary of Public works advising approval of the Minister for calling of tenders for air brakes. Employees dispute to arbitration. Alteration of steps methods at termini – approval given to use both sides. Passageway through bogie cars – could not be entertained at present. Financial position – bad, running out of money, arbitration decision pending and could be costly – agreed to ask Constituent councils to approve a fare increase. Special meeting to be held Tuesday next.

Minutes of Special meeting – 19/8/1919 – no quorum

Minutes of the adjourned meeting – 21/8/1919 – discussed increase of fares due to wages, Power St operation. Abolition of overlapping fares be cancelled and an extra penny per fare be charged on Sundays and public holidays. Looked at the revising the fare sections. Has five pages of typed notes re costs and fares. *Photos taken of each.*

Minutes of 121st meeting – 12-9-1919 – Richmond asking about the impact of the Seaman's strike, damage to Mr. Walton's cars – referred to the insurer, approved the removal of the shelter shed in Punt Road to Burwood, and asked for a sketch from the Engineer of a replacement shelter. Letters re increase in fares and abolition of overlapping section – report from Acting Minister of Public Works, and that the constituent councils were not happy. Arbitration case had commenced, but adjourned at this time, using the PMTT's Counsel at this time. Placed on record the trusts appreciation of the services of Mr Arthur McKenzie Hislop during the four years absence of the secretary.

Minutes of the Special meeting – 19/9/1919 – Cabinet did not approve of the proposal to charge a 1d more on Sundays and public holidays. A Statement of Revenue considered – not good it seems,

Cr Bell noted that the cabinet had not dealt with the suggestion that the new tramway authority should take over immediately it came into existence. Meeting instructed the Engineer that all expenditure of repairs be limited to that charged (or allocated) monthly to the renewals fund.

5-11-2015

Minutes of Meeting No. 122 – 10/10/1919 – starting to get a bit tougher on giving assistance to people or bodies raising funds post war, NO! Letters to and from the Secretary of Public Works re takeover by the MMTB – pending the Board being formally constituted – but would be brought before the Board at its first meeting. Engineers report noted a recommendation that the Westcott double air-brake cylinder be used in the air brake equipment; adjourned for next meeting (they were good at this), - asked the Engineer to arrange for the Trust members to inspect this equipment on the Coburg Tramways Trust cars. Authorised the advertising contractor Mr Westcott to obtain advertisements for the following year. The Chairman to consider the issue of back pay to those men who had left the Trust following the new award. Shelter shed a Punt Road – sketch made – deferred to next meeting. Cr Sambell stated that he had been instructed by the Hawthorn Council to draw attention to the state of the tracks in Riversdale Road – referred to the Engineer. Renewals fund – resolved that such portions of the sum expended in repairs on the track for 12 months ending 9/1919 that has not be met by General Revenue, be debited to the Renewals fund. Invited the MMTB Board to inspect Wattle Park.

Minutes of Meeting No. 123 – 7/11/1919 – Letter from the MMTB asking for information on the trusts liabilities and Assets. The MMTB board to have lunch with the trust on 13/11 and then to Wattle Park. Engineers report – problem with the new tram bodies for the FTT – an alleged shortage, but no details, communicate with the FTT and D&F. Chairman and Mr Bell reported on the visit to the MBCTT and the inspection of the Westcott gear. The Engineer recommended that the tender of General Electric be accepted subject to the approval of the MMTB. Lease of the shelter at Princes Bridge – new form of lease – Chairman to consider. Shelter at Punt Road to be erected subject to OK of MMTB and Richmond Council. Resolved to honour passes of the Members of the MMTB on HTT cars and letter of the thanks to MBCTT for demonstrating the working of the Westcott system.

Minutes of meeting No. 124 5/12/1919 – new Board member – City of Melbourne – Cr Hardy, to replace Cr Shillaber who had retired. Resolved that the uninvested amount of the Sinking Fund at 30/9, be invested in War bonds. Engineers Report – resolved that the sum of £4,500 received from the MMTB for motor equipment is expended on the track – those parts in the worst condition (hang on does the MMTB get a say here??) Claims for compensation – resolved that further cover be obtained for £1000 for 12 months. Letter from the MMTB re brake equipment, dated 4-12-19 – included a report on the Westcott brake gear by Mr Coates. Resolved to accept the tender of Australia GE provided that they are willing to accept responsibility in any failure of their equipment with the Westcott cylinder. Granted 3 weeks of leave to Mr. Robertson at a convenient time to be fixed.

Minutes of meeting No. 125 – 16/1/1920 - (appears that it was easier to meet at 31 Queens St rather than the depot – the Chairman's office – many meetings here) – letter from Public Works complaining of the state of the track in Batman Ave, donation of £1-1 to the Tramway Employees Association picnic, letter from the MMTB advising that the Board had decided on the 2/2/1920 as

the "Proclaimed Day". The Trust resolved to hand over the undertaking and all its assets and liabilities to the MMTB on 2/2/20 in accordance with the Act. Letter from the MMTB advising that positions of General Manager and Chief Engineer were being called for. Accident to Motorman Higginbotham reported. Secretary reported that the Victoria Insurance Co had declined to renew the Public Risk Policy for £2000 which expired on 12/1/20, now only partly covered by the £1000 policy taken out in December – advise the MMTB. Problems with the distribution of "profits" to the constituent councils. The year to 30/9/1919 had been bad for the coal restrictions, the influenza outbreak and an employee strike. Chairman to confer with the Acting Chair of the PMTT and sort it out.

Minutes of 126th meeting – 30/1/1920 at the Car Depot – clean up outstanding matters – payment of account of £192 for destination signs, Cone and Co., Mrs McClelland for compassionate allowance to death of her husband who fell from a car, agreed to pay £30. Mr Simpson asking for removal of the shelter shed at Camberwell Jtn, - agreed to remove to Wattle Valley Road, letter from Melbourne re track in Batman Ave – flick to the MMTB, City of Hawthorn asking to advise the MMTB of factors that affected traffic year ending 30/9/1919. Agreed to write a letter similar to the PMTT's giving traffic figures. Agreed to recommend a loop line along Camberwell and Burwood Roads to intersection of Power St to overcome overcrowding. Camberwell asked that in the event of a surplus divisible amongst the councils, that the trust suggest that Camberwell be allowed to share without paying the loss occurred on the Riversdale Road extension.

Lastly there was a presentation to the Chairman of the Chairman's chair which was affixed a plate suitably engraved expressing thanks to Mr Dureau. The Chairman thanked the Members and that it was it. The final set of minutes in the book remains unsigned.