


Telephone, Central 6000, (3 Lines)

Duncan & Fraser Ltd

(ARRIAGES, BUGGIES,
TRAM CARS, MOTOR CARS)



CABLE ADDRESS:
"AUTOCAR" ADELAIDE.

CODES:
WESTERN UNION
(UNIVERSAL EDITION)
A. B. C. 5TH EDITION

REGISTERED OFFICE
46 Franklin St
Adelaide. 10th July, 1916.

The Hawthorn Tramway Trust,
31, Queen Street,
MELBOURNE.

Dear Sirs, Contract No 12 A

In submitting our tender for the above contract we beg to state that at the present time all prices for materials and supplies are very unsteady, and forward deliveries cannot be guaranteed.

In regard to Aluminium :- we are not sure of this material being available because the Federal Government have instituted enquiries re the available supply in Australia, and we are of opinion that their intention is to commandeer it for military purposes. The British Government has prohibited the export of it. We are submitting a sample of sheet steel seat end with beads electrically welded on edge and rod supports. If acceptable it will reduce both weight and cost and we will be pleased to submit price of same.

Sheet Steel we have estimated at £28/-/- and iron and steel at £24/5/- basis price.

If any item specified is not procurable or has been commandeered you can select the next size high or low without extra cost.

We propose using Australian manufactured articles wherever possible, and would make items interchangeable with your present stock, so that your stock of spares need not be unduly large.

This is the letter marked "g" referred to in the annexed Agreement with the Trust dated 26th July 1916

CHAIRMAN

CONTRACTOR

DUNCAN & FRASER LTD.

Director

Delivery could be made in six months, providing the articles that have to be imported come to hand, but it would be cheaper if longer time could be allowed.

*Miscellaneous
Mentioned*

Australian Hardwood could be used in the underframes etc. if the saving of weight is not too serious a consideration, and would be much cheaper, but our knowledge of construction and running cost prevents us recommending it.

We have gone into your specification and plans very carefully, and are in a position to make certain suggestions which would be a saving both of original cost and cost of running and would be pleased to meet your Trust and place our suggestions before them.

We would be prepared to reduce these prices considerably reckoning on the present wages boards awards if your Trust would agree if wages are raised or decreased by legal enactment to pay or be allowed the difference.

We are tendering for British made Curtains and Blinds, which are more costly than American, but if you wish we can reduce our price, and use American goods.

Owing to the unsettled state of the markets we have secured seven days option over certain materials, and we accordingly make our tender open for acceptance within seven days.

Yours faithfully,

DUNCAN & FRASER LTD.

Robert Duncan
Director

RD/MG.

Our suggestion if accepted would save about 2240 lbs in weight on the Bogie Cars and 600 lbs on the Continuation Cars. The reduction in price would depend on the suggestions being adopted.
Robert Duncan.

(COPY)

26th. July 1916

Robt. Duncan Esq.
Messrs Duncan & Fraser,
Grand Hotel,
Spring Street,
MELBOURNE

Dear Sir,

I beg to advise you that your tender for Car Bodies, amounting to £1197:0:0: has, with the undermentioned modifications, been accepted by this Trust, and documents are in course of preparation for signature. It is requested that you will acknowledge this letter, and comply with the 5% deposit conditions at your early convenience.

MODIFICATIONS REFERRED TO

BOGIE CARS

SEATS - In the open compartment each seat to be 3" wider, no additional cost

MIRRORS to be placed at ends of saloons, cost £2:0:0: per car extra.

ROOF - White Lead to be reduced by 1½ cwt. per car, saving 43/- per car.

STEEL CAR LINES IN ROOF FRAME - 10 to be substituted for 12, saving 15/- per car.

BULKHEAD PLATE - 16" guage steel to be substituted for present construction (at rear of motorman's stand) saving nil.

STEEL PLATES AT ENDS OF UNDERCARRIAGE - 2 to be substituted for 4, saving 26/- per car.

X SIDE FRAME - Substitute 6½" for 6¼" angle iron under side girder, saving cost of weight of iron.

BOLTS - 2 to be substituted for 3 in side under carriage, saving 2/- per car.

HANDRAILS - The lower rail all round the car to be dispensed with, saving 2/3 per rail.

PANELS INSIDE - The darker panel to be put round above the windows and entrances in open portion, no extra cost.

Support Rail to be placed in the open portion, with straps, extra cost 32/- per car.

COLOR OF ROOF - White.

COMBINATION CARS

COLOR OF ROOF - White.

BLINDS - to be decided by our Chairman and Engineer.

ROOFS - Reduction of quantity of White Lead, saving in cost in proportion to length of car as compared with bogies.

Yours faithfully;

ACTING SECRETARY

This is the letter marked "G" referred to in the annexed Agreement with the Trust dated 26th. July 1916

CHAIRMAN



CONTRACTOR

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REGISTERED OFFICE
46 Franklin St
Adelaide. 5th Aug. 1916.

The Hawthorn Tramways Trust,
31, Queen Street,
MELBOURNE.

Dear Sirs,

Your favour of the 26th July duly received. We are pleased to hear our contract has been accepted.

Re Deposit :- in our last contract you asked for Melbourne Bank Deposit - this necessitates us paying two exchanges, one when the deposit receipt is issued, and the other when it matures. Would it make any difference to you if we gave a deposit receipt on The National Bank of Australia, Adelaide, instead of Melbourne?

Kindly let us have an early reply, so that we can finalize the matter.

We are,

Yours faithfully,

DUNCAN & FRASER LTD.

A. W. Duncanson
Director

This is the letter marked if referred to in the annexed contract with the Trust dated 26 July 1916.

AWD/IDA.

A. W. Duncanson
Chairman
W. D. Duncanson
Director

Mr. B. B. B. B.
Repeat contract deposit
from Melbourne of
contract