

# TRAMWAY BOARD

MELBOURNE, VICTORIA



## REPORT

... AND ...

## STATEMENT OF ACCOUNTS

Submitted to the Hon. the Minister of Public Works,  
pursuant to Section 15 of the Tramway Board Act 1915



THE PROPERTY OF THE  
TRAMWAY MUSEUM SOCIETY  
OF VICTORIA LTD.

For the period from 28th January, 1916, to 30th June, 1917

# TRAMWAY BOARD

MELBOURNE, VICTORIA



Chairman: COLIN TEMPLETON, Esq.

## Members:

ALDERMAN SIR DAVID HENNESSY, Knt.  
ALDERMAN SIR HENRY WEEDON, Knt. | CR. FREDERICK THOMAS HICKFORD  
CR. ALEXANDER RENFREW

## Solicitor:

W. B. McCUTCHEON

## General Manager:

H. A. WILCOX

## Secretary:

W. O. STRANGWARD

---

Head Office: BOURKE STREET, MELBOURNE



## TRAMWAY BOARD

---

The Honorable the Minister of Public Works,  
Department of Public Works,  
Melbourne.

Sir,

Pursuant to Section 15, Act 2618, the Tramway Board has the honor to present to the Minister a Report of its Proceedings from 28th January, 1916, to 30th June, 1917.

In accordance with Section 4, the Governor-in-Council on 18th January, 1916, appointed the Board, and its first meeting was held on 28th January, 1916.

The period from the date of the Board's appointment until it assumed the active control of the Tramway Undertaking was occupied in carrying out the necessary procedure prescribed by the Act, in obtaining valuations of the properties and other assets to be acquired from the Melbourne Tramway and Omnibus Co. Ltd. and in making itself conversant with the system and its administration. It also appointed Consulting Engineers to make a comprehensive investigation and report on the condition of the Undertaking. The information obtained proved of great value in the recent Arbitration, but the principal portion of the work was undertaken to ascertain whether the covenants of the Leases from the Melbourne Tramways Trust to the Melbourne Tramway and Omnibus Co. Ltd. had been properly observed.

The Melbourne Tramways Trust was dissolved on 1st March, 1916, and its Liabilities and Assets transferred to the Board. The Liabilities consisted of Debentures to the face value of £450,000, which matured on 30th June, 1916, and were met by the realisation of the Sinking Fund and a sum of £5,723 paid by the Melbourne Tramway and Omnibus Co. Ltd. in accordance with the Melbourne Tramways Trust Acts.

Under the provisions of the Act, the Employees of the Melbourne Tramway and Omnibus Co. Ltd. and Melbourne Tramways Trust were transferred to the service of the Board, and Mr. H. A. Wilcox and Mr. W. O. Strangward were appointed General Manager and Secretary respectively. With the exception of a few junior appointments, the Board's permanent staff consists of officers thus transferred.

The Leases from the Melbourne Tramways Trust to the Melbourne Tramway and Omnibus Co. Ltd. expired on 30th June, 1916, from which date the Board took over the operation of the Tramways.



### PROCEEDINGS IN ARBITRATION.

In accordance with the Act, the claim by the Melbourne Tramway and Omnibus Co. Ltd. for compensation in respect of its assets acquired by the Board was heard before His Honor Mr. Justice Cussen, who was appointed Arbitrator by the Governor-in-Council. The Company's claim included about 30,000 different items, and at 1st July, 1916, totalled £442,254 17s. 6d.

In order that the Public Interest might be properly placed before the Arbitrator, it was necessary that the claim should be thoroughly examined, which entailed continuous work and responsibility upon the Members of the Board and the officers appointed to carry out the details.

The hearing occupied 22 days, and during the proceedings the Board was successful in effecting compromises which reduced the claim to £422,004 15s. 1d., in respect of which the sum of £335,000 was awarded the Company by the Arbitrator. As this sum was awarded upon a basis of compensation which the Board's legal advisers considered erroneous, it appealed against same to the Full Court, which upheld the contention and referred the Award back to the Arbitrator for further consideration, with costs against the Company.

The Company has obtained leave to appeal to the Privy Council against this decision, and an affidavit filed upon its behalf stated that the effect of the Full Court's decision will cause a difference of not less than £100,000.

### THE BOARD'S CLAIM AGAINST THE COMPANY.

The Leases of the Tramway Undertaking from the Melbourne Tramways Trust to the Melbourne Tramway and Omnibus Co. Ltd. expired on 30th June, 1916. The Board and its advisers have given the proper interpretation of the covenants of the Leases their unremitting attention, and it is of opinion that these covenants have not been fulfilled.

An action in respect to this claim was commenced by the issue of a Writ on 27th November, 1916, and a claim for £367,975 delivered to the Company on 14th April last. It is anticipated that the issue will be heard before the Supreme Court within the next few months.

After careful consideration and inspection of the buildings, strengthened by expert advice, the Board accepted from the Company a sum of £4,500 in settlement of its claim as far as it related to repairs and renovations required to the eleven Power House buildings.

### OPERATION OF THE TRAMWAYS.

The Board feels that under existing conditions it would be unwise to make changes involving large capital expenditure and possibly a serious reduction in revenue.

Although many important questions which must be solved in the near future have not been decided by the Board, it has compiled a large amount of informa-



tion upon these subjects and obtained reports which will be of value in the future. The following matters have specially engaged its attention:—

1. The continuance of the sub-surface Cable System of traction.
2. Introduction of Sectional Fares.
3. Improved Lighting of Cars.
4. Increasing the running speed of the Cars.

Some of the above problems involve not only grave financial considerations, but are partially dependent upon a decision as to the method of traction to be employed.

The Number of Passengers carried for the year ended 30th June, 1916, was 96,107,673, whilst for the year ended 30th June, 1917, the number was 103,118,379, an increase of over 7 per cent.

The utmost capacity of the Rolling Stock has been required to cope with the increasing traffic, and one of the Board's first acts was to put in hand the building of 35 dummies and 25 closed cars, of which 10 dummies and 12 closed cars are available for traffic. Whilst the extra cars are sufficient to meet the normal accession of traffic in the immediate future, they will not provide for the large expansion which would result if penny sections be introduced.

The Engine Power which was installed 30 years ago shows at some of the stations such a small margin that no large increase of traffic could be dealt with except by additional power. Assuming an increase of passenger traffic sufficient to require the provision of extensive additional Rolling Stock and Power, the accentuated congestion of tramway traffic in Elizabeth, Swanston, and Collins Streets, and possibly elsewhere, would be such as to greatly add to the difficulty of providing sufficient headway for the cars. At times of daily peak loading the headway of the Elizabeth Street cars at the Flinders Street Terminus is only 30 seconds, and in a part of Collins Street the interval between cars is reduced to 40 seconds; to this must be added the physical difficulty of working the cars across the intersections of Swanston and Elizabeth Streets with Flinders, Collins and Bourke Streets without accident and undue delay. At present about 380 cars per hour cross the intersection of Collins Street and Elizabeth Street and a similar number cross at the intersection of Collins and Swanston Streets during the busiest portion of the day.

The Consulting Engineers are of opinion that the speed of the cars upon some of the routes might be accelerated about two miles per hour by the provision of auxiliary power. In this connection it is interesting to quote a comparison of the average speed of cars between Termini, including stops, compiled from official information:—

Melbourne (Cable) .. .. .	8.986 miles per hour.
Sydney (Electric) .. .. .	8.640 " " "
Adelaide (Electric) .. .. .	10.060 " " "
Prahran and Malvern (Electric) .. .. .	10.938 " " "



The Board has decided to reconstruct the Power Station at Richmond by the installation of a modern plant, and to supplement the power at Fitzroy and Brunswick. During the past few months an Auxiliary High-Speed Engine was added to the St. Kilda Road Power House Plant, and has satisfactorily met all requirements upon this route.

#### IMPROVED CAR LIGHTING.

One of the first problems considered by the Board was the question of improving the lighting of the cars, and as the result of working trials of several systems extending over many months it has invited tenders, closing on 20th September, for the installation of a system of lighting by electricity which will give satisfaction to the travelling public. In consequence of the War, some months must elapse before the first section of the cars can be equipped.

#### STORAGE OF FUEL RESERVES.

Realising the importance of securing stocks of fuel to provide against the possibility of interruption to traffic, the Board decided to acquire two properties adjoining the Power Houses at Victoria Parade and South Melbourne. The land will be used for the storage of reserves of coal and coke, which are being built up as rapidly as possible and are now in a satisfactory position.

#### PASSENGER TRAFFIC.—REVISION OF FARES.

The following statistics exhibit the satisfactory growth of the Passenger Traffic:—

Year ended 30th June	Traffic Receipts	Passengers Carried	Average Fare per Passenger	Train Mileage	Revenue per Train Mile
1909	£555,614	65,488,902	2.036d.	9,631,534	13.844d.
1913	£741,004	88,172,687	2.017d.	11,610,729	15.317d.
1914	£756,818	90,315,178	2.011d.	11,827,786	15.356d.
1915	£729,372	87,148,059	2.009d.	11,745,053	14.904d.
1916	£805,778	96,107,763	2.012d.	11,924,472	16.217d.
1917	£841,784	103,118,379	1.959d.	12,423,929	16.261d.

The reduction in the fare paid per passenger during the year ended 30th June, 1917, was due to the fact that from 1st September, 1916, the Board fixed a cash fare of 2d. over all the routes upon which the fare was previously 3d. cash or by ticket sold at six for one shilling. This concession has been appreciated by the public, and is evidenced by the fact that 68 per cent. of these fares are now paid in cash.

A Combined Ticket in conjunction with the Melbourne, Brunswick, and Coburg Tramways Trust was authorised on 31st October, 1916.

Charts are appended showing in graph form the revenue, passengers carried, and train mileage for each month in the years ended 30th June, 1914 to 1917. The greatest traffic revenue for a single day during the year was £3,482, on 22nd December, 1916.



Appendix No. 4 shows the lengths of the various routes. It is believed that many of the fares are lower than those which obtain for similar distances in any other portion of the Commonwealth.

Several shelter houses for the use of tramway passengers have been erected.

#### EMPLOYEES.

The total number of employees upon the Staff at 30th June, 1917, was 2,113.

An agreement between the Board and the Australian Tramway Employees' Association was executed on 5th December, 1916, and will expire on 2nd December, 1918. The agreement raises the wages of the employees affected by an average of about 11 per cent.

#### EMPLOYEES' MUTUAL BENEFIT SOCIETY.

The Melbourne Tramway and Omnibus Co. Ltd. for many years subsidised its Employees' Benefit Society to the extent of a sum equal to the subscriptions paid by the members, totalling about £2,250 per annum, and the Board decided to continue the contribution until further notice.

#### FINANCIAL STATEMENTS.

Appended hereto will be found the Statements of Operation of the Tramways for the year ended 30th June, 1917 (Appendices Nos. 7 to 9).

Notwithstanding the large increase in wages, cost of fuel, wire ropes, and all material during the year under review, the profit per train mile (7.363d.) over Working Expenses is very satisfactory.

The Revenue Account shows a surplus for the year of £381,167 14s. 10d., which has been transferred to the Net Revenue Account.

The Net Revenue Account has been credited with interest at  $4\frac{1}{2}$  per cent. upon the "Tramway Fund," and debited with one year's interest at 5 per cent. upon the compensation (subject to appeal) awarded by the Arbitrator to the Melbourne Tramway and Omnibus Co. Ltd., as well as with the expenditure incurred for legal and engineering costs in connection with the Arbitration proceedings and in the preparation of its claim upon the Melbourne Tramway and Omnibus Co. Ltd.

A sum of £25,000 has been transferred to a Renewal Reserve Account to provide for depreciation and ordinary renewals and a further sum of £100,000 has been credited to a Reconstruction Reserve Account for extensive renewals of tracks, reconstruction of Power Houses, &c., which may be required in the near future.

After debiting all charges and appropriations, the surplus for the year is £240,019 16s. 5d.

The credit at the "Tramway Fund" established at the State Savings Bank, pursuant to the Act and from which the compensation ultimately awarded to the Company will be paid, amounts to £384,597 8s.



## THE WAR.

Since the Declaration of War 262 Employees have enlisted for active service. The Board deeply regrets that a number have been killed and wounded. Sixteen Roll of Honor Boards have been placed at the various Car and Power Houses and Head Office recording the names of those attached to the respective stations who have responded to their Country's call. Lists of the names of those accepted for active service and of those who have given their lives are attached hereto.

The Board has agreed to reinstate in its service, after their discharge, all returned soldiers, employees of the Melbourne Tramway and Omnibus Co. Ltd. and Tramway Board, who are capable of performing the required duty.

## GENERAL MANAGER'S REPORT.

The General Manager's Report upon the Operation of the Tramways for the year ended 30th June, 1917, is attached.

## GENERAL.

In accordance with Section 21, Act 2818, a statement of machinery and materials purchased but not produced within the Commonwealth was, on 29th March, 1917, furnished to the Hon. the Minister of Public Works.

It is considered that at the present juncture the Cost and Description of the System (Appendix No. 2) will form a convenient source of reference.

The Board has pleasure in placing upon record its appreciation of the efficient manner in which the General Manager and the whole of the officers and employees have performed their work during the year under review.

COLIN TEMPLETON, *Chairman.*  
D. V. HENNESSY,  
HENRY WEEDON,  
FRED. T. HICKFORD, } *Members.*  
ALEX. RENFREW,  
W. O. STRANGWARD, *Secretary.*

*Melbourne, 1st July, 1917.*

## APPENDICES.

- No. 1—General Manager's Report.
  - No. 2—Cost and Description of the Undertaking.
  - No. 3—Schedule of Passenger Fares.
  - No. 4—Schedule of Routes and Mileage.
  - No. 5—Schedule of Freehold and Leasehold Property.
  - No. 6—Statistical Information.
  - No. 7—Balance Sheet at 30th June, 1917.
  - No. 8—Revenue Account, year ended 30th June, 1917.
  - No. 9—Net Revenue Account and Appropriation Account at 30th June, 1917,  
and Report by Auditor-General.
- Graphic Charts showing Monthly Revenue, Passengers Carried, and Train Mileage for the years ended 30th June, 1914 to 1917.



## GENERAL MANAGER'S REPORT.

---

The Chairman and Members,  
Tramway Board,  
Melbourne.

Gentlemen,

I have to report upon the operation of the Board's Tramways for the year ended 30th June, 1917, as follows:—

### TRAFFIC OPERATIONS.

The Traffic Returns have been very satisfactory. Reference to the Statistics, included elsewhere in this Report, shows a steady increase of both Passengers carried and Traffic Receipts, which attained their maximum during the month of March, 1917, when a sum of £77,274 was obtained, the greatest revenue earned in any month since the inception of the Tramways.

Notwithstanding the reduced fare paid per passenger, caused by the introduction of a cash fare of 2d. over most of the routes, the Revenue per Train Mile for the year under review (16.261 pence) exceeds that obtained from the System in any recent year.

During the year under review, the cost of operating all tramway undertakings rapidly increased, and the Board's expenditure is higher than that previously incurred. The extra Expenditure has been mainly caused by the recent increase of wages granted to the Employees, and the enhanced cost of all material, stores, cables, and fuel, the result of war and other conditions.

### STOPPING PLACES.

The question of revising the points at which cars shall stop for passengers has received careful consideration, and during the past few months important alterations have been made. Since 1st September, 1916, cars running in either direction have stopped only at the "near" side of the intersections of Elizabeth and Swanston Streets with Collins and Bourke Streets. Whilst some inconvenience to passengers was at first caused, the public has accommodated itself to the change, with the result that the severe congestion of tramway traffic during peak loading has been somewhat reduced. The system of stopping on the "near" side only of street crossings (with certain exceptions) has been extended to all lines between Spring and Spencer Streets and between Flinders and Victoria Streets, with the usual stop at about the centre of long City blocks. Outside these limits the routes have been divided, and the stops will be made at a maximum



distance of ten chains. About 350 plates lettered "Hail Cars Here" have been affixed in prominent positions, principally on poles carrying overhead wires. In selecting the stopping places, regard has been given to the points which meet the convenience of the majority of people travelling.

#### ROLLING STOCK.

The Manager of the Car Repair Shop reports that the cars are in good running condition. In order to cope with increasing traffic, the construction of 25 standard closed cars and 35 dummies or grip cars was undertaken some months ago. Twelve of the cars and ten dummies are already in traffic and the balance are in various stages of construction. The whole of the new Rolling Stock will be available in time for the Summer traffic.

#### CAR HOUSES.

The maintenance of the various Car Houses has received attention and many minor improvements effected, such as asphaltting the floors of several Car Houses not previously asphalted. At some of the depots increased accommodation for housing the cars will be necessary and will be dealt with as required. An extension of the Victoria Street, Abbotsford, Car House is already in progress.

#### SHELTER HOUSES.

The convenience of the travelling public has been met by the erection of several Shelter Houses by the Board, and other shelters in conjunction with the Prahran and Malvern Tramways Trust.

#### POWER HOUSE PLANTS

The Superintendents report that the various Power House Plants have, up to date, satisfactorily met all demands, but it is apparent that at some of the stations they will not be adequate to cope with any largely increased traffic. The difficulty has for the present been met at the St. Kilda Road Power House by the provision of Auxiliary Power, and arrangements have been made to supplement the Engine Power at Brunswick and Fitzroy as rapidly as possible.

Owing to the lay-out of the Plant at Richmond, and to the fact that it will be prudent to provide for a large increase of power at this station, the Board's Consulting Engineers advise the installation of new modern plant, and their recommendations are practically complete. Enquiry has been instituted in this and other States to ascertain what portion of the plant required can be obtained locally, and efforts will be made to expedite the importation of such of the plant as cannot be manufactured in Australia.

Owing to the demand by the British Government for wire ropes for war purposes and to the difficulty of obtaining freight to Australia, the maintenance of the supply of Cables has occasioned some anxiety during the year. The manufacturers in England have executed the Board's orders as rapidly as possible and the authorities controlling exports (both in Victoria and in Britain) have fully recognised the urgency of our requirements in this important matter. A succession of supplies has been arranged, and it is hoped that no serious inconvenience will be experienced.



### STOCK IN HAND.

Stock has been carefully taken of all Stores, spares and construction material and is in good condition.

### EMPLOYEES AND STAFF.

It is with regret that I have to record the decease, on 18th May, 1917, of Mr. James Denham. Mr. Denham's record extended over a period of 32 years, and during the last 24 years he filled the position of Chief Inspector and Claims Officer with great efficiency and success.

During the year the Traffic Superintendent (Mr. W. H. Woolnough) and the Senior Line Manager (Mr. R. McDowell) retired after service of 28 years and 43 years respectively. Both officers leave most creditable records.

The vacancies have been filled by appointments from the Board's service.

I desire to express my appreciation of the efficient manner in which the whole of the Traffic and Office Staff have performed their duties. The Agreement with the Australian Tramway Employees Association is giving satisfaction, and I am of opinion that the discipline maintained and courtesy to the public displayed by the Traffic Employees compare favorably with that rendered by the staffs of other tramway undertakings.

Yours faithfully,

H. A. WILCOX,

*General Manager.*

1st July, 1917.

---



### COST AND DESCRIPTION OF THE UNDERTAKING.

The sub-surface Cable Tramway System of Melbourne and Suburbs was constructed between the years 1884 and 1890 by the Melbourne Tramways Trust, representing twelve municipalities (afterwards reduced to eleven through the absorption of the Town of North Melbourne by the City of Melbourne), and leased to the Melbourne Tramway and Omnibus Co. Ltd. until 30th June, 1916.

The capital cost was raised by the issue of Debentures (secured upon the revenues of the municipalities) to the face value of £1,650,000, bearing interest at  $4\frac{1}{2}$  per cent. per annum. A premium of £55,794 was obtained from the issue of the Debentures, making a total of £1,705,794, the whole of which was expended upon the Undertaking, which included certain Horse Tramways, since excised from the system.

The terms of the Company's Lease provided (*inter alia*) that the Company should pay to the Trust the half-yearly interest upon the Debentures, together with an annual contribution to a Sinking Fund sufficient to redeem the Debentures at maturity. This covenant was fulfilled, and the Undertaking originally constructed by the Melbourne Tramways Trust is free from debt.

### POWER STATIONS.

The Cables are driven from eleven Brick Power Houses situate at various points upon the routes. (See Appendix No. 5).

Steam at a pressure of 100 lbs. per square inch is supplied to the engines from marine type and Babcock & Wilcox boilers. Spare boilers are installed at each power house to allow repairs to be effected. Most of the engines and boilers were constructed locally.

The transmission machinery is operated by horizontal engines working in pairs at speeds averaging about 70 revolutions per minute. Duplicate sets of engines are installed at all but three of the Power Houses to serve as stand-bys. The aggregate indicated horse power is about 7,000 H.P. (exclusive of stand-bys), of which about 5,000 H.P. is at present utilised at times of peak loading. The engines range from 600 I.H.P. to 800 I.H.P. per pair. In all but two instances, power is transmitted from the engines to the main driving shafts by hemp rope drives.

The I.H.P. required to drive the machinery, transmission ropes, and cables (without cars) at present speeds is about 1,500 H.P. The power necessary to move each empty train (dummy and closed car) varies with the gradients and curves, but the average per train over the whole system is about 4 H.P.

The Cables are constructed of 6 strands each containing 7 steel wires surrounding a hempen core. The circumference of the cable is 4 inches and the breaking stress is over 40 tons. After passing over the driving sheaves the cables are led over automatic tension carriages which keep the strain constant notwithstanding the ever-varying load.



### PERMANENT WAY.

The rails are steel and of the grooved girder type of various sections according to the density of the traffic. The weight ranges from 57 to 87 lbs. per yard and the depth from 5 inches to 6½ inches. A small proportion are of the 57-lb. section (St. Kilda Esplanade), the majority being of 67-lb. section with 87-lbs. in the streets carrying the heaviest general traffic.

The rails are jointed with fish-plates and bedded upon concrete 6 inches thick, the gauge of the tracks being 4 feet 8½ inches throughout, and the space between the tracks about 4 feet. The whole of this width and for 18 inches beyond the outer rails is paved with wood blocks varying from 5 inches to 6 inches in depth and dressed with tar and sand. The total width of track (17 feet) is maintained by the Board.

The Cable runs in concrete tunnels beneath each track, 3 feet 8½ inches deep, in which are embedded wrought iron "U" shaped frames (yokes). Longitudinal iron girders, known as slot beams, are bolted to the top of the yokes, forming a continuous opening ¾ inch wide, through which the dummy grips pass to connect with the cables. The cable is supported in the tunnels by small vertical pulleys spaced 33 feet apart. At curves and termini the cables are conducted by larger horizontal pulleys and sheaves. The routes and power houses are provided with telephone and electrical alarm equipment which allow the traffic staff to promptly signal instructions to stop the cable in case of accident, and also automatically indicate when a stranded or otherwise injured cable reaches the power house.

The length of the Cable Tramways is 43.677 miles, and of the Royal Park Horse Tramway .625 miles, all double track, and the total cost to the Melbourne Tramways Trust, of the existing Cable System, including permanent way, power houses, machinery, cables, alterations to drains and other constructional charges was £1,660,736, or about £38,000 per mile of double track. A further sum of £45,058 was expended by the Trust in the construction of the Kew and Hawthorn Horse Tramways, which were transferred to the Prahran and Malvern Tramways Trust and the Hawthorn Tramways Trust, and converted to electric traction under the authority of Acts of Parliament.

In addition to the Undertaking constructed by the Trust, the Board acquired from the Melbourne Tramway and Omnibus Co. Ltd. the Royal Park Horse Tramway, various car houses, tramway repair shops, etc., head offices, rolling stock and appliances necessary to operate the tramways, as follow:—

#### CAR HOUSES AND TRAMWAY REPAIR SHOPS.

Sixteen Car Houses are situate at or near the suburban termini of the various routes. Fourteen of the car houses are built upon freehold land and two upon leasehold property. A schedule of the car houses and several other freeholds and leaseholds appears in Appendix No. 5. Two of the car houses are of brick construction, the others having wood and iron walls resting upon brick foundations. The whole of the roofs are of galvanized corrugated iron.



The Tramway Repair Shops consist of iron buildings on brick foundations and are situate upon a large block of land in Nicholson Street, North Fitzroy. They are equipped with the necessary plant and appliances for the manufacture and repair of the rolling stock and for repairing the machinery and track.

#### HEAD OFFICE BUILDING.

The Head Office is a large brick building erected in 1891, having a frontage of 66 feet to Bourke Street, Melbourne, by a depth of 165 feet along Godfrey Street. There are three floors in addition to a ground floor and basement.

#### OTHER FREEHOLD AND LEASEHOLD PROPERTIES.

The Board has acquired from the Melbourne Tramway and Omnibus Co. Ltd. and from other sources, tenements included in Appendix No. 5 consisting of Fuel Storage Sites, Tar Distilling Works, and several cottages adjacent to its stations, which are let to employees and others.

#### ROLLING STOCK.

The Rolling Stock consists of 1,026 units, of which 1,004 were acquired from the Melbourne Tramway and Omnibus Co. Ltd. Nearly 80 per cent. of these dummies and cars were built prior to the year 1890.

With the exception of 20 standard and 4 small cars (imported from America in 1884-5), the whole of the Rolling Stock was built by the Company and the Board at the Tramway Repair Shops. Practically the whole of the timber now used in the construction of rolling stock is of Australian origin.

The construction of 35 dummies and 25 standard closed cars has been put in hand by the Board. Of these, 10 dummies and 12 standard cars are available for traffic, and the balance are expected to be completed by October, 1917.

	Number in Stock	Licensed for Passengers	Weight. Cwt.	Length over all. Feet
Cars (Standard) .. ..	472	34	49	22
„ (Bogie) .. ..	56	46	88	30
„ (Open) .. ..	2	52	55	24
„ (Small) .. ..	4	22	40	17 6in.
„ (Horse) .. ..	2	34	45	22
Dummies .. ..	490	20	54	16
<b>Total .. ..</b>	<b>1,026</b>			

Total licensed capacity—28,684 passengers.



### SCHEDULE OF PASSENGER FARES.

The Passenger Fares charged by the Melbourne Tramway and Omnibus Co. Ltd. at 30th June, 1916, have not been substantially amended. The more important fares are as follow:—

#### CASH FARES:—

- 3d. For a through journey over the Toorak, Prahran, St. Kilda (Brighton Road, and St. Kilda (Esplanade) routes.
- 2d. For a through journey on any line except the above-mentioned routes, and for specified sections on such routes.
- 1½d. For Workmen only for through fare on all routes, by special morning and evening trains.
- 1d. For the following sections:—
  - Richmond Line—Between Spencer Street and Swanston Street.
  - Clifton Hill Line—Between Johnston Street and Clifton Hill Terminus.
  - South Melbourne Line—Between the intersection of Clarendon and Park Streets and the South Melbourne Terminus.

#### CONCESSION TICKET FARES:—

- Twelve tickets for 2/9. Available over all lines, entitling the holder to certain transfers to other lines.
- Six tickets for 1/-. Available over all lines upon which a 2d. cash fare is payable.
- Eight tickets for 1/-. Available over the City Sections of all lines, upon an area, the boundaries of which are as follow:—
  - Upon the North—Victoria Street. Upon the West—Spencer Street.
  - „ „ South—Flinders Street. „ „ East—Spring Street.

BRUNSWICK RETURN TICKETS, 3d. Available for return to Brunswick on all days except Sundays and Holidays. Sold only before 9 a.m.

WORKMEN'S TICKET, 1½d. Sold only on workmen's morning trains for return journey at any time on all days except Sundays and Holidays.

SCHOOL TICKETS, at 9s. per 100. For scholars under 17 years of age attending schools registered by the Board. Available only between residence and school between 8 a.m. and 1 p.m. on Saturdays, and 8 a.m. and 6.30 p.m. upon other days. Not available on Sundays, Public Holidays or during school vacations.

ROUND TRIP TICKETS (Adults, 9d.; Children, 5d.). Issued by the Board and the Prahran and Malvern Tramways Trust, covering a Day Return Round Trip over specified tramways of the Board and the Trust.

COMBINED TICKET, 2d. Issued by the Board and the Melbourne, Brunswick, and Coburg Tramways Trust, covering a journey between City Road, South Melbourne and Princes Street, Carlton, *via* St. Kilda Road, Swanston Street, Madeline Street, and Lygon Street.

CHILDREN'S FARES. Children over three and under twelve years of age—Half of any 2d. or 3d. adult cash fare.



## SCHEDULE OF ROUTES AND MILEAGES

### CASH FARE OF 3d. OR BY TICKET SOLD AT 2/9 PER DOZEN.

Route	CITY TERMINUS	SUBURBAN TERMINUS	Miles
St. Kilda (Brighton Rd.)	Madeline and Queensberry Streets, Carlton	Brunning Street and Brighton Road, St. Kilda .. ..	5.01
Toorak .. ..	Madeline and Queensberry Streets, Carlton	Irving and Toorak Roads, Toorak .. ..	4.95
Prahran and South Yarra	Lonsdale and Swanston Streets	Chapel and Carlisle Streets, St. Kilda .. ..	4.80
St. Kilda (Esplanade) ..	Lonsdale and Swanston Streets	Barkly and Acland Streets, St. Kilda .. ..	4.40

### CASH FARE OF 2d. OR BY TICKET SOLD AT 6 FOR 1/.

Brunswick and Royal Pk.	Flinders Street Rlwy. Stn.	Sydney and Moreland Roads, Brunswick .. ..	4.45
Collingwood and Clifton Hill	Spencer Street Rlwy. Stn.	Northcote Bridge (Queen's Parade) .. ..	3.79
North Fitzroy .. ..	Spencer Street Rlwy. Stn.	St. George's Road and Barkly Street, North Fitzroy ..	3.69
Victoria Street .. ..	Spencer Street Rlwy. Stn.	Victoria Bridge, Abbotsford ..	3.61
Richmond .. ..	Spencer Street Rlwy. Stn.	Hawthorn Bridge, Richmond	3.60
South Melbourne .. ..	Gisborne Street, Melbourne	Victoria Avenue and Beaconsfield Parade, South Melb. ..	3.60
Port Melbourne .. ..	Gisborne Street, Melbourne	Beach Street, Port Melb. ..	3.53
Carlton and Abbotsford..	City Road (Princes Bridge)	Johnston Street Bridge, Abbotsford .. ..	3.34
Nicholson Street .. ..	Spencer Street Rlwy. Stn.	Nicholson and Park Streets, North Fitzroy .. ..	3.34
North Melbourne .. ..	Flinders Street Rlwy. Stn.	Flemington and Boundary Roads, North Melbourne ..	2.92
North Carlton .. ..	City Road (Princes Bridge)	Rathdown and Park Streets, North Carlton .. ..	2.84
West Melbourne .. ..	Flinders Street Rlwy. Stn.	Queensberry and Abbotsford Streets, North Melbourne ..	2.05
Windsor .. ..	Chapel Street, Windsor ..	Barkly and Acland Streets, St. Kilda .. ..	1.95



## SCHEDULE OF FREEHOLD AND LEASEHOLD PROPERTY

### POWER HOUSES (11).

1. Fitzroy .. .. .	Victoria Parade and Brunswick Street, Fitzroy, with W.B. Cottage
2. Richmond .. .. .	Bridge Road and Hoddle Street, Richmond
3. Nicholson Street .. .. .	Gertrude and Nicholson Streets, Fitzroy
4. Carlton .. .. .	Johnston Street, Fitzroy
5. North Carlton .. .. .	Rathdown and Park Streets, North Carlton
6. Brunswick .. .. .	Brunswick Road, Brunswick
7. North Melbourne .. .. .	Queensberry and Abbotsford Streets, North Melbourne
8. South Melbourne .. .. .	City Road, South Melbourne
9. St. Kilda Road .. .. .	St. Kilda Road and Bromby Street, Melbourne
10. Prahran .. .. .	Toorak Road and Chapel Street, South Yarra
11. Windsor .. .. .	Wellington Street, Windsor

### CAR HOUSES (16).

12. Victoria Street .. .. .	Victoria Street, Richmond
13. Carlton .. .. .	Johnston Street, Collingwood
14. Clifton Hill .. .. .	Plenty Road, North Fitzroy
15. North Fitzroy .. .. .	St. George's Road and Holden Street, North Fitzroy
16. Nicholson Street .. .. .	Nicholson Street, North Fitzroy
17. North Carlton .. .. .	Rathdown Street, Carlton (part Leasehold)
18. Brunswick .. .. .	Sydney Road, Brunswick
19. North Melbourne .. .. .	Flemington Road, North Melbourne
20. Port Melbourne .. .. .	Beach Street, Port Melbourne
21. South Melbourne .. .. .	Victoria Avenue and Beaconsfield Parade, South Melbourne
22. Esplanade, St. Kilda .. .. .	Aeland Street, St. Kilda
23. Brighton Road, St. Kilda .. .. .	Brighton Road, St. Kilda
24. Prahran .. .. .	Chapel Street, Balaclava, with W.B. Cottage
25. Toorak .. .. .	Chapel Street, South Yarra
26. Richmond .. .. .	Bridge Road, Richmond (Leasehold)
27. Royal Park .. .. .	Royal Park (Leasehold)

### OTHER PROPERTIES.

28. Head Office .. .. .	Bourke Street, Melbourne
29. Tramway Repair Shops, Factory, and Brick Cottage .. .. .	Nicholson Street, North Fitzroy
30. Store Yard .. .. .	Arnold Street, South Yarra
31. Store Yard and Feed Works .. .. .	Victoria Street, Fitzroy
32. Two Brick Shops adjoining Power House	Bridge Road, Richmond
33. Store Yard, adjoining Power House ..	Victoria Parade, Fitzroy
34. Store Yard adjoining Power House ..	70 Cecil Street, South Melbourne
35. Tar Distilling Works .. .. .	Flinders Street Extension (Leasehold)

The above properties are Freehold except where otherwise described.



## STATISTICAL INFORMATION.

The following is a summary of Statistical Information of the operation of the tramways for the year ended 30th June, 1917:—

Total Borrowing Powers .. .. .	£500,000
Borrowing Powers Exercised .. .. .	Nil
Gross Capital Expenditure by—	
Melbourne Tramways Trust .. .. .	£1,660,736
Tramway Board .. .. .	314,578
	£1,975,314
Mileage of Double Track, Cable .. .. .	43,677 miles
Do. Horse .. .. .	625 "
	44,302
Average Population served by Tramways .. .. .	450,000
Traffic Receipts .. .. .	£841,784
Total Receipts .. .. .	£843,300
Working Expenses .. .. .	£462,132
Transfer to Renewals Reserve Account for year .. .. .	£25,000
" Reconstruction Reserve Account for year .. .. .	£100,000
Net Surplus .. .. .	£240,019
Train Miles, Cable .. .. .	12,413,485
Do. Horse .. .. .	10,444
	12,423,929
Passengers carried .. .. .	103,118,377
Average maximum number of Trains in use daily .. .. .	384
Percentage of Working Expenses to Total Receipts .. .. .	54.8
Average Traffic Receipts per Train Mile .. .. .	16.261d.
" " per Mile of Double Track .. .. .	£19.001
" " per Passenger .. .. .	1.959d.
" Total Receipts per Train Mile .. .. .	16.290d.
" Train Miles per day per Train .. .. .	135
" Speed per hour, including stops .. .. .	9 miles
" Working Expenses per Train Mile, excluding Power Cost .. .. .	7.150d.
" " " including Power Cost .. .. .	8.927d.
Scale of Fares .. .. .	1d., 1½d., 2d., 3d.
Average Distance per 1d. .. .. .	1.628 miles
" Number of Passengers per Train Mile .. .. .	3.30
" Journeys per head of Population per annum .. .. .	229
Number of Cars in Stock .. .. .	536
" Dummies in Stock .. .. .	490

E

BAR  
 CAM  
 CIA  
 CCC  
 COT  
 CUC  
 CUB  
 DAN  
 FLE  
 FLE  
 FOT  
 GAR  
 GAR  
 GHA  
 HAL  
 BEG  
 HIT  
 HUG  
 JEN  
 LYD  
 MAD  
 NCL  
 OTH  
 REID



FOR KING & COUNTRY



ROLL OF HONOUR

## Employees Enlisted for Active Service

to 30th June, 1917

### OUR HONOURED DEAD

Died on Active Service (26)

NAME	OCCUPATION	MILITARY UNIT
BAINES, CHARLES VINCENT .. ..	Conductor .. ..	23rd Battalion Infantry
CAMERON, GORDON PETER .. ..	Conductor .. ..	7th Battalion Infantry
CHARMAN, PERCIVAL E. F. .. ..	Gripman .. ..	2nd Field Artillery Brigade Amm. Col.
COCHRANE, WILLIAM .. ..	Conductor .. ..	37th Battalion Infantry
COTTREN, ARTHUR E. C. .. ..	Labourer .. ..	23rd Battalion Infantry
COUCHER, GEORGE FRED. (Sergeant) ..	Gripman .. ..	8th Battalion Infantry
CUBITT, ALBERT READ (Corporal) ..	Conductor .. ..	14th Battalion Infantry
DANES, WILLIAM GORDON .. ..	Conductor .. ..	55th Battalion Infantry
FLEMING, NORMAN R. R. .. ..	Conductor .. ..	14th Battalion Infantry
FLETT, ROY NEVILLE .. ..	Conductor .. ..	21st Battalion Infantry
FOTHERGILL, JOHN DONALD .. ..	Gripman .. ..	6th Battalion Infantry
GARDINER, FREDERICK .. ..	Gripman .. ..	23rd Battalion Infantry
GARRETT, JOHN STEPHEN .. ..	Gripman .. ..	1st Light Horse Head Quarters
GRAVELL, WILLIAM EDWIN .. ..	Conductor .. ..	60th Battalion Infantry
HALLIGAN, WILLIAM ROBERT .. ..	Conductor .. ..	7th Battalion Infantry
HEGARTY, ALBERT (Corporal) .. ..	Gripman .. ..	23rd Battalion Infantry
HITCHINS, ALFRED REGINALD .. ..	Gripman .. ..	14th Battalion Infantry
HUGHES, JOHN HUGH .. ..	Conductor .. ..	13th Battalion Infantry
JENKINS, ALBERT .. ..	Engine Oiler .. ..	31st Battalion Infantry
LYDIARD, WILLIAM JAMES .. ..	Painter .. ..	24th Battalion Infantry
MAHON, THOMAS .. ..	Conductor .. ..	Divisional Ammunition Column
NOLAN, WILLIAM .. ..	Gripman .. ..	14th Battalion Infantry
O'SHEA, WILLIAM .. ..	Mechanic .. ..	14th Battalion Infantry
REID, DAVID JOHN .. ..	Tunnel Cleaner .. ..	13th Light Horse Regiment
SOLNICK, ERNEST .. ..	Engine Oiler .. ..	23rd Battalion Infantry



## ON ACTIVE SERVICE (236)

Name	Occupation	Military Unit
ADAIR, EDWARD GEORGE (Lance-Corpl.)	Conductor ..	5th Battalion Infantry
ADAMSON, MELVILLE SALISBURY ..	Gripman ..	23rd Brigade Australian Field Artillery
AIRD, ALEXANDER ROBERT ..	Conductor ..	5th Battalion Infantry
AITKEN, JOHN CHARLES (Warrant Off.)	Gripman ..	1st Field Ambulance
ALLAN, JAMES YOUNG (Lance-Corporal)	Bodymaker ..	6th Battalion Infantry
ANDERSON, FREDERICK ..	Engine Oiler ..	31st Battalion Infantry
*ANDERSON, HENRY WILLIAM ..	Conductor ..	2nd Tropical Force
ANQUETIL, HENRY STEWART (Sergeant)	Engine Driver ..	2nd Machine Gun Section
ANTHONY, HENRY THOMAS ..	Gripman ..	1st Australian Divisional Cycle Corps
ARNOLD, JAMES EDWIN (Lance-Corpl.)	Gripman ..	6th Battalion Infantry
BAKER, WALTER HERMAN (Sgnlr. Sgt.)	Conductor ..	4th Light Horse
*BANKS, JAMES BRUCE (Corporal)	Conductor ..	1st Squadron Flying Corps
BARBER, PERCY CLEMENT ..	Gripman ..	2nd Divisional Ammunition Column
*BARNES, ERNEST V. S. (Lance-Corporal)	Conductor ..	1st Squadron Flying Corps
BARTON, FRANK STUART ..	Conductor ..	25th Field Artillery Brigade Head Quarters
DATES, VALENTINE CHARLES ..	Gripman ..	46th Battalion Infantry
BAZLEY, FREDERICK ..	Engine Oiler ..	57th Battalion Infantry
BIRMINGHAM, GEORGE ..	Shunter ..	21st Battalion Infantry
BLONDETT, ALFRED JAMES ..	Gripman ..	22nd Battalion Infantry
BONNICK, JAMES GORDON ..	Truck Repairer ..	2nd Cycle Corps
BOOTHROYD, ALLAN FENTON ..	Conductor ..	33rd Battalion Infantry
BOWMAN, ROBERT LESLIE ..	Truck Labourer ..	Divisional Head Quarters
BOWMAN, WALTER ROBERT ..	Conductor ..	6th Field Artillery Brigade
BOWMAN, WILLIAM JOHN ..	Gripman ..	Ansac Mounted Engineers
BOX, WILLIAM LESLIE ..	Shed Mechanic ..	5th Battalion Infantry
BOXSHALL, ALBERT VICTOR ..	Conductor ..	57th Battalion Infantry
BOYD, WILLIAM ROBERT (Lance-Corpl.)	Conductor ..	22nd Battalion Infantry
BRADEN, JAMES THOMPSON ..	Gripman ..	14th Battalion Infantry
BREWER, VINCENT B. V. ..	Conductor ..	10th Field Ambulance
BRIGGS, HENRY DAVID (Bombardier)	Gripman ..	8th Field Artillery Brigade
BRIGGS, WILLIAM CHARLES ..	Gripman ..	3rd Pioneer Battalion
BRUCE, LINDSAY CHARLES ..	Gripman ..	3rd Field Artillery Brigade
BRYDON, ALFRED JOHN ..	Gripman ..	21st Battalion Infantry
BURNEY, WILLIAM THOMAS ..	Conductor ..	Divisional Train
BURROWS, JOHN H. J. ..	Gripman ..	1st Motor Transport Company
BUTTERS, ROBERT WILLIAM (Corporal)	Conductor ..	5th Battalion Infantry
GAIL, HERBERT GEORGE ..	Conductor ..	3rd Light Horse Field Ambulance
CAMPBELL, CHARLES J. M. ..	Fireman ..	14th Battalion Infantry
CAMPBELL, CLEM. ..	Engine Oiler ..	Field Bakery
CAMPBELL, JAMES ..	Conductor ..	24th Battalion Infantry
CAUSON, ERNEST ALFRED ..	Conductor ..	7th Battalion Infantry
CAVANAGH, JOHN NORMAN ..	Conductor ..	4th Pioneer Battalion
*CLARKE, CHARLES JAMES ..	Conductor ..	2nd Field Artillery Brigade Ammunition Col.
CLARKE, THOMAS E. C. ..	Conductor ..	14th Field Artillery Brigade
CLEMENTSON, HERBERT ..	Conductor ..	Army Medical Corps
COLLINS, ALLAN STANLEY ..	Conductor ..	10th Machine Gun Section
COOPER, CHARLES H. G. ..	Conductor ..	22nd Battalion Infantry
CORRIE, ERNEST HENRY (Corporal)	Conductor ..	8th Light Horse Regiment
COTTREY, GEORGE J. D. ..	Engine Oiler ..	23rd Battalion Infantry
COURTNEY, CHARLES EDGAR ..	Clerk ..	2nd Divisional Signallers Co.
COUSINS, CYRIL W. V. ..	Gripman ..	3rd Divisional Ammunition Column
CRAIG, WILLIAM ..	Conductor ..	13th Battalion Infantry
CROUCH, HARRY JOHN (Corporal)	Conductor ..	119th Howitzer Battery
CUFF, RICHARD (2nd Lieutenant)	Conductor ..	5th Battalion Infantry
CUGLEY, JAMES FREDERICK (Band Sgt.)	Conductor ..	22nd Battalion Infantry
CURRAN, DESMOND ..	Engine Driver ..	23rd Battalion Infantry
*DARGATZ, LEWIS T. ..	Conductor ..	6th Battalion Infantry
DAVEY, HENRY PEARCE ..	Labourer ..	21st Battalion Infantry
DEAN, RODGER HUNTER ..	Gripman ..	46th Battalion Infantry
DILNOT, ARTHUR HENRY ..	Conductor ..	8th Field Artillery Brigade
DOWNES, CLARENCE R. ..	Engine Oiler ..	23rd Battalion Infantry
DYER, ALBERT ..	Conductor ..	3rd Light Horse Field Ambulance
EASTMAN, JOHN CHARLES ..	Engine Oiler ..	29th Battalion Infantry
EDGAR, GEORGE SNEDDON ..	Painter ..	39th Battalion Infantry
EDWARDS, HERBERT L. O. ..	Conductor ..	Army Medical Corps Details
EICKE, LANCELOT R. T. ..	Gripman ..	8th Battalion Infantry
*EKLUND, HENRY ..	Conductor ..	7th Battalion Infantry
*ELLIOTT, ARTHUR HENRY ..	Gripman ..	5th Battalion Infantry
EWART, ARTHUR ..	Gripman ..	58th Battalion Infantry
FALVEY, LESLIE CLARENCE ..	Conductor ..	6th Field Ambulance
FARRELL, JOHN CLYDE ..	Conductor ..	Army Service Corps Details
FIELD, LESLIE GORDON ..	Gripman ..	21st Battalion Infantry
FISHER, SAMUEL ..	Gripman ..	5th Battalion Infantry
FITZPATRICK, JOSEPH ..	Labourer ..	7th Battalion Infantry
FLANAGAN, ANDREW ROWAN ..	Conductor ..	59th Battalion Infantry
FLEMING, ALBT. H. P. (Regmtl. Sgt.-Mjr.)	Gripman ..	5th Battalion Infantry
FLEMING, ANDREW CUMMING (Sergt.)	Conductor ..	21st Battalion Infantry
FLETCHER, WILLIAM HENRY ..	Conductor ..	15th Machine Gun Company
FRASER, DONALD ..	Gripman ..	3rd Pioneer Battalion
FRASER, ERNEST W. E. ..	Conductor ..	5th Battalion Infantry



## ON ACTIVE SERVICE—Continued

NAME	OCCUPATION	MILITARY UNIT
GOLDSMITH, ROBERT .. .. .	Tunnel Cleaner ..	55th Battalion Infantry
GOODALL, JOHN R. .. .. .	Shed Mechanic ..	4th Divisional Ammunition Column
GOODWIN, EDGAR CHARLES .. .. .	Gripman ..	13th Light Horse Regiment
GORDON, HENRY .. .. .	Shunter ..	2nd Battalion Infantry
*GRAHAM, JAMES .. .. .	Gripman ..	5th Battalion Infantry
GRAVE, JOHN CEDRIC .. .. .	Engine Oiler ..	29th Battalion Infantry
GREAVES, ERNEST .. .. .	Conductor ..	23rd Battalion Infantry
HAAR, CHARLES HENRY .. .. .	Gripman ..	22nd Battalion Infantry
HAILES, FRANK VALENTINE .. .. .	Conductor ..	14th Battalion Infantry
HAMILTON, NORMAN ROSS .. .. .	Gripman ..	23rd Howitzer Brigade
HANKS, WALTER EDWARD .. .. .	Conductor ..	21st Battalion Infantry
HARRISON, GEORGE WRIGHT .. .. .	Conductor ..	2nd Field Artillery Brigade
HATRICK, WILLIAM .. .. .	Conductor ..	6th Battalion Infantry
HAWLEY, JOHN CHARLES (Lance-Corpl.) .. .. .	Gripman ..	8th Light Horse Regiment
HEADLAM, CHARLES G. J. .. .. .	Gripman ..	2nd Field Ambulance
HEARD, ARTHUR .. .. .	Conductor ..	31st Battalion Infantry
HIGHAM, NOEL BRUNT .. .. .	Conductor ..	1st Squadron Flying Corps
HINES, WILLIAM GEORGE .. .. .	Gripman ..	6th Battalion Infantry
HITCHINS, FREDERICK JOHN .. .. .	Conductor ..	46th Battalion Infantry
HOGG, ARTHUR EDWARD .. .. .	Conductor ..	3rd Divisional Signalling Company
HOLLOW, ARTHUR OSCAR .. .. .	Gripman ..	21st Battalion Infantry
HOLMES, WILLIAM WYBERT .. .. .	Gripman ..	1st Company Australian Army Service Corps
HOLTON, JOSEPH H. O. .. .. .	Conductor ..	24th Battalion Infantry
HORDERN, ARNOLD CLEMENT .. .. .	Track Oiler ..	7th Battalion Infantry
HOUSTON, ALEXANDER (2nd Lieutenant) .. .. .	Gripman ..	5th Battalion Infantry
HOWE, VICTOR SIMEON .. .. .	Conductor ..	24th Battalion Infantry
HUGHES, JOHN ANTHONY .. .. .	Engine Oiler ..	24th Battalion Infantry
HUNTER, ARTHUR GEORGE .. .. .	Conductor ..	21st Battalion Infantry
JACKSON, ANDREW WILLIAM .. .. .	Conductor ..	31st Battalion Infantry
JENKINS, DUGALD (Lance-Corporal) .. .. .	Gripman ..	5th Battalion Infantry
JENKINS, ROBERT GEORGE .. .. .	Gripman ..	24th Battalion Infantry
JENKINS, WALTER HERBERT .. .. .	Conductor ..	8th Battalion Infantry
*JONES, ERNEST (Lance-Sergeant) .. .. .	Gripman ..	24th Battalion Infantry
JONES, ERNEST EDWARD (Lance-Corpl.) .. .. .	Conductor ..	8th Battalion Infantry
JORDAN, THOMAS .. .. .	Engine Driver ..	Army Medical Corps Details
KAVANAGH, GERALD .. .. .	Engine Driver ..	1st Australian General Hospital
KIERNAN, PATRICK JOHN (Bombardier) .. .. .	Gripman ..	2nd Field Artillery Brigade
KINGSTON, WILLIAM (Lance-Corporal) .. .. .	Labourer ..	Army Service Corps
LAIDLAW, ARTHUR WILLIAM .. .. .	Shunter ..	24th Battalion Infantry
LAKE, HUGH GEORGE .. .. .	Conductor ..	8th Battalion Infantry
LAMBE, JOHN HORACE .. .. .	Conductor ..	60th Battalion Infantry
LAMONT, THOMAS .. .. .	Gripman ..	3rd Divisional Ammunition Column
LANGLEY, ERNEST CHARLES .. .. .	Conductor ..	23rd Battalion Infantry
LAZARUS, ARTHUR G. .. .. .	Engine Oiler ..	14th Battalion Infantry
LE BON, ERNEST GEORGE (Sergeant) .. .. .	Gripman ..	22nd Battalion Infantry
LEPLASTRIER, STANLEY VERNEY .. .. .	Painter ..	3rd Field Ambulance
LINDLEY, WALTER .. .. .	Gripman ..	57th Battalion Infantry
LINTON, WILLIAM JOHN .. .. .	Gripman ..	3rd Divisional Signalling Company
LOGAN, JAMES .. .. .	Clerk ..	60th Battalion Infantry
LONERGAN, CORNELIUS BERNARD .. .. .	Machinist ..	5th Field Company Engineers
LONG, GEORGE WILLIAM .. .. .	Shed Mechanic ..	7th Battalion Infantry
LONG, MATTHEW LEONARD (Lance-Corpl.) .. .. .	Conductor ..	37th Battalion Infantry
LUND, CARL EDWARD .. .. .	Gripman ..	Railway Unit
LYNCH, DAN. T. E. .. .. .	Gripman ..	12th Field Artillery Brigade
LYONS, WALTER RIGBY .. .. .	Shed Mechanic ..	25th Field Artillery Brigade
MADIGAN, CECIL THORNTON .. .. .	Conductor ..	1st Australian General Hospital
MAHER, THOMAS .. .. .	Conductor ..	9th Battalion Infantry
MALONE, JOSEPH (Sergeant) .. .. .	Gripman ..	8th Battalion Infantry
MANLEY, HENRY WALTER .. .. .	Conductor ..	Royal Field Artillery, Salonika
MASON, GEORGE HERBERT .. .. .	Gripman ..	59th Battalion Infantry
MATTHEWS, GEORGE HAROLD (Corpl.) .. .. .	Body Maker ..	2nd Field Ambulance
MEADS, JAMES .. .. .	Conductor ..	21st Battalion Infantry
MEIKLE, WILLIAM BRUCE (Staff Sergt.) .. .. .	Shunter ..	Divisional Train
MILLET, DONALD ALEXANDER .. .. .	Conductor ..	24th Battalion Infantry
MILLETT, WILLIAM .. .. .	Labourer ..	2nd Pioneer Battalion
*MITCHELL, FREDERICK GEO. (Lance-Corpl.) .. .. .	Conductor ..	6th Battalion Infantry
MORE, ROBERT DAVID .. .. .	Track Repairer ..	5th Battalion Infantry
MORPHETT, CHARLES ANDREW (Sergt.) .. .. .	Conductor ..	2nd Veterinary Section
MORRIS, HENRY VINCENT .. .. .	Conductor ..	7th Battalion Infantry
MORRIS, ROBERT PATRICK .. .. .	Conductor ..	Australian Flying Corps
MORRISON, WILLIAM HENRY .. .. .	Conductor ..	21st Battalion Infantry
MUTIMER, JOHN .. .. .	Track Repairer ..	10th Field Company Engineers
McBEAN, HUGH .. .. .	Gripman ..	3rd Divisional Ammunition Company
McCONNOCHIE, LESLIE JAMES .. .. .	Conductor ..	
McINNES, JOHN THOMAS .. .. .	Shunter ..	Dental Details
McINTYRE, WILLIAM .. .. .	Gripman ..	6th Battalion Infantry
McLACHLAN, JAMES .. .. .	Engine Oiler ..	38th Battalion Infantry
McLEAN, JOHN L. .. .. .	Track Repairer ..	2nd Field Artillery Brigade
NEATE, ALFRED BENJAMIN .. .. .	Conductor ..	Army Medical Corps Details
NOWELL, HENRY GEORGE .. .. .	Conductor ..	57th Battalion Infantry
OLSSON, FREDERICK NEIL .. .. .	Conductor ..	23rd Howitzer Brigade
OWEN, CHARLES .. .. .	Engine Oiler ..	28th Battalion Infantry
PAGE, ALFRED GEORGE .. .. .	Gripman ..	24th Battalion Infantry
PAGE, FRANK D. A. .. .. .	Conductor ..	7th Battalion Infantry
PARKER, FRANK NICHOLSON .. .. .	Shed Mechanic ..	8th Machine Gun Company
PARKER, WALTER GEORGE (Corporal) .. .. .	Conductor ..	24th Battalion Infantry
PATTLE, LESLIE JOHN .. .. .	Conductor ..	1st Wireless Corps
PREACH, .. .. .	Conductor ..	



ON ACTIVE SERVICE—Continued

NAME	OCCUPATION	MILITARY UNIT
BRITCHARD, PERCY DOWDALL (Corpl.)	Conductor ..	5th Battalion Infantry
PROUT, ALICK LESLIE (Corporal)	Conductor ..	50th Battalion Infantry
PURKISS, WILLIAM WESLEY ..	Gripman ..	21st Battalion Infantry
*REES, CHARLES ERNEST ..	Gripman ..	1st Light Horse Field Ambulance
REID, THOMAS ..	Conductor ..	24th Battalion Infantry
RICE, WALTER ..	Driver ..	Divisional Ammunition Column
RICHARDSON, ERIC C. ..	Clerk ..	1st Divisional Ammunition Column
ROTHWELL, ROLAND ..	Gripman ..	Australian Field Artillery
ROUSE, LESLIE HUTCHINSON ..	Gripman ..	3rd Pioneer Battalion
ROWAN, ALBERT PAT. ..	Conductor ..	57th Battalion Infantry
RUSHTON, RAYMOND VICTOR ..	Engine Oiler ..	5th Battalion Infantry
RYAN, JAMES EDWARD ..	Conductor ..	119th Howitzer Battery
SANDERSON, WILLIAM H. (Corpl.)	Conductor ..	4th Mobile Veterinary Section
†SERONG, EMMANUEL CHARLES ..	Tunnel Cleaner ..	89th Battalion Infantry
*SHARE, JOHN ..	Gripman ..	5th Battalion Infantry
SHEAN, LEONARD SAUNDERS ..	Conductor ..	37th Battalion Head Quarters
SHELDRAKE, CHARLES EDWARD ..	Conductor ..	2nd Field Artillery Brigade
SHEPHERD, THOMAS HENRY (Sergt.)	Gripman ..	5th Battalion Infantry
SIMMONS, JOSEPH J. ..	Fireman ..	4th Field Artillery Brigade
SIMPSON, JOHN THOMAS ..	Conductor ..	22nd Field Artillery Brigade
†SIMS, JOHN E. T. ..	Conductor ..	5th Battalion Infantry
SLATTER, WILLIAM THOMAS ..	Conductor ..	24th Battalion Infantry
SLOLEY, HUBERT ..	Conductor ..	8th Battalion Infantry
SMITH, CHARLES HOLDSWORTH ..	Conductor ..	4th Light Horse Regiment
SMITH, DONALD SAMUEL ..	Conductor ..	1st Pioneer Battalion
SPENCE, HUGH C. C. (Cmpy. Qtr.-Mr.-Sgt.)	Gripman ..	15th Light Horse Regiment
STAFF, VALENTINE NICHOLL ..	Conductor ..	37th Battalion Infantry
STEPHEN, JAMES MAIR ..	Track Cleaner ..	5th Battalion Infantry
STILL, JAMES HENRY ..	Gripman ..	3rd Pioneer Battalion
SULLIVAN, JOHN PATRICK ..	Gripman ..	23rd Battalion Infantry
SUMMERS, ELI CHARLES (Sergeant)	Conductor ..	7th Battalion Infantry
SUMNER, ROY G. ..	Engine Oiler ..	46th Battalion Infantry
TAYLOR, ARTHUR FREDERICK (Corpl.)	Gripman ..	1st Anzac Cycle Battalion
THOMPSON, HAROLD ATHOL ..	Conductor ..	Anzac Mounted Engineers
TILLOTSON, HENRY HOLMES ..	Engine Oiler ..	46th Battalion Infantry
*TREVORROW, THOMAS HAWTHORN ..	Conductor ..	2nd Pioneer Battalion
TROUSSELOT, EDWARD WILLIAM ..	Conductor ..	5th Battalion Infantry
TUCKER, RICHARD ..	Gripman ..	7th Battalion Infantry
TURRELL, ARTHUR ..	Gripman ..	24th Battalion Infantry
VERNON, MARSHALL ..	Engine Oiler ..	16th Machine Gun Company
WALKER, THOMAS WILLIAM ..	Conductor ..	58th Battalion Infantry
WALSH, THOMAS MURTAGH ..	Engine Oiler ..	6th Battalion Infantry
WARFE, LESLIE ..	Track Labourer ..	8th Light Horse Regiment
WATERS, WILLIAM JENKYN ..	Conductor ..	29th Battalion Infantry
WATERSTON, JOHN WALKER ..	Conductor ..	28th Battalion Infantry
WATSON, GEORGE ..	Gripman ..	13th Machine Gun Company
WHEELER, WILLIAM EDWARD ..	Body Maker ..	1st Australian Flying Corps
WILCOCK, CLAUDE WOODWARD ..	Conductor ..	
*WILCOCKS, ERNEST ..	Conductor ..	6th Battalion Infantry
WILEY, GEORGE HAROLD ..	Conductor ..	3rd Field Company Engineers
WILLIAMS, DOUGLAS ..	Engine Oiler ..	23rd Battalion Infantry
WILLIAMS, FREDERICK BARTON ..	Conductor ..	2nd Machine Gun Company
WILLIAMS, GEORGE ..	Track Repairer ..	46th Battalion Infantry
WILLIAMS, JAMES HENRY (Sergeant)	Gripman ..	21st Field Artillery Brigade
WILLIAMSON, ROBERT LYALL ..	Conductor ..	8th Battalion Infantry
*WILSON, JAMES LESLIE ..	Conductor ..	2nd Royal Sussex Field Artillery

\*Discharged and re-entered the Board's service.

†Reported Missing.

Summary Showing Distribution of Employees on Active Service

Infantry Battalions .. .. .	3 Second Lieutenants, 1 Regimental Sergeant-Major, 2 Sergeants, 1 Band Sergeant, 1 Lance-Sergeant, 4 Corporals, 9 Lance-Corporals, 106 Privates
Pioneer Battalions .. .. .	1 Corporal, 7 Privates
Field Artillery Brigades .. .. .	1 Sergeant, 2 Bombardiers, 1 Fitter, 10 Gunners, 4 Drivers
Howitzer Batteries .. .. .	1 Corporal, 3 Drivers
Divisional Ammunition Columns .. .. .	4 Gunners, 2 Drivers
Machine Gun Companies .. .. .	2 Gunners, 5 Privates
Light Horse Regiments .. .. .	1 Company Quartermaster-Sergeant, 1 Signalling Sergeant, 1 Corporal, 1 Lance-Corporal, 3 Troopers
Veterinary Section .. .. .	1 Sergeant, 1 Corporal
Anzac Mounted Engineers .. .. .	1 Corporal, 1 Driver
Field Company Engineers .. .. .	3 Sappers, 1 Driver
Anzac Cycle Corps .. .. .	1 Corporal
Flying Corps .. .. .	1 Corporal, 1 Lance-Corporal, 2 Air Mechanics, 1 Private
Wireless Corps .. .. .	1 Private
Motor Transport Companies .. .. .	1 Driver
Divisional Train .. .. .	1 Signaller Sergeant, 2 Drivers
Divisional Signalling Companies .. .. .	2 Drivers



# TRAMWAY BOARD.

Appendix No. 7.

## BALANCE SHEET at 30th June, 1917.

CAPITAL AND LIABILITIES.		ASSETS.	
<b>TRAMWAYS TRUST'S EXPENDITURE UPON CABLE TRAM- LERTAKING VESTED IN BOARD PURSUANT TO ACT NO. 2818</b>		<b>MELBOURNE TRAMWAYS TRUST'S EXPENDITURE UPON CABLES TRAMWAYS (see contra)—</b>	
Accounts .. .. .	£1,660,736 0 0	Permanent Way, &c. .. .. .	£1,121,783 0 0
Deposits .. .. .	41,801 2 6	Power Houses, Land, Engines, &c. . . . .	456,571 0 0
Tramways Trust—Sinking Fund Account .. .. .	3,744 3 2	Engineering and General Expenditure .. .. .	82,449 0 0
Tramway & Omnibus Company Limited—Amount by Arbitrator for Assets acquired pursuant to Act (Subject to appeal) .. .. .	921 10 0		<b>£1,660,736 0 0</b>
Repairs Suspense Account .. .. .	32 11 0		
Reserve Account .. .. .	335,000 0 0	<b>ASSETS ACQUIRED FROM MELBOURNE TRAMWAY &amp; OMNIBUS COMPANY LIMITED (VORTON), PURSUANT TO ACT NO. 2818—</b>	
Bank of Australia, Melbourne .. .. .	4,500 0 0	Freehold Properties—Head Office, Car Fac- tory and Repair Shops, Car Houses and other Properties .. .. .	£151,498 8 0
Commercial Bank of Australia, London .. .. .	25,000 0 0	Royal Park Tramway and other Leaseholds .. .. .	5,246 3 7
Appropriation Account .. .. .	100,000 0 0	Rolling Stock, Grips, &c. .. .. .	169,228 2 9
	£7,494 13 5	Sundry Machinery at Power Houses .. .. .	1,729 7 7
	1,440 0 0	Iron and Wood Working Machinery at Car Repair Shops .. .. .	6,993 4 10
	<b>6,054 13 5</b>	Engines, Boilers, Shafting, &c., at Car Repair Shops .. .. .	1,696 16 10
	<b>240,019 16 5</b>	Patterns at Car Repair Shops .. .. .	2,565 15 6
		At Prices claimed by Company .. .. .	£338,957 19 1
		Less—Reduction made by Arbitrator .. .. .	87,001 15 1
			<b>251,956 4 0</b>
		Other Freehold Property and Shelter Houses, at cost .. .. .	1,325 0 0
		Rolling Stock constructed by Board, at cost .. .. .	5,252 9 5
		Auxiliary Engine, &c., at cost .. .. .	1,034 2 7
		Sundry Debtors and Insurance Premiums, &c., paid in advance .. .. .	4,616 11 8
		Horses, Rails, Cables, Furniture and Fittings, Bell Pouches, &c., at valuation .. .. .	55,013 3 3
		Stocks of Timber, Stores, Fuel, Uniforms, &c., at Power and Car Houses, Repair Shops, Head Office, &c., at valuation .. .. .	49,030 3 11
		Contractors' Fixed Deposits .. .. .	830 10 0
		"Tramway Fund" at State Savings Bank .. .. .	381,597 3 0
		Commercial Bank of Australia, Melbourne Tramways Trust Sinking Fund Account .. .. .	32 11 0
		Cash in hand .. .. .	3,388 14 8
			<b>£2,417,809 16 6</b>



# TRAMWAY BOARD.

Appendix No. B.

## REVENUE ACCOUNT from 1st July, 1916, to 30th June, 1917.

	Per Car Mile.	£	s.	d.
<b>EXPENDITURE.</b>				
Expenses—				
Wages and Salaries, Lighting Cars, Uniforms, &c.	5.508s.	255,140	18	0
Repairs and Maintenance—				
Buildings, Rolling Stock, Permanent Way, &c.	.076d.	35,017	8	7
Expenses—				
Wages and Salaries, Rope, Fuel, Water, &c.	1.777d.	92,012	14	6
Land Tax, and Car Licenses..	.370d.	19,141	9	3
Contributions to Employees' Benefit Society..	.011d.	2,098	14	6
Other Expenses—				
Management, Accident Compensation, Insurances,				
Printing, &c.	.555d.	28,721	4	3
	8.927d.	462,132	9	1
Balance to Net Revenue Account	7.362d.	381,167	14	10
	16.290d.	£843,300	3	11
<b>REVENUE.</b>				
By Traffic Receipts	16.291d.	\$11,784	7	5
" Advertisements and Rents	.029d.	1,515	16	6
	16.290d.	£843,300	3	11



# TRAMWAY BOARD.

Appendix No. 9.

## NET REVENUE ACCOUNT, year ended 30th June, 1917.

	£	s.	d.		£	s.	d.
and Engineering Costs, Witnesses Expenses, &c., re Arbitration with, and Claim against, Melbourne Tramway Omnibus Company Limited .. .. .	8,289	9	9	By Balance from Revenue Account .. .. .	381,167	14	10
Year's Interest at 5% on £335,000, Compensation awarded by Melbourne Tramway & Omnibus Company Limited by Arbitrator, pursuant to Act No. 2818 (Subject to appeal) .. .. .	16,750	0	0	" Interest at 4 1/2% on "Tramway Fund" at State Savings Bank .. .. .	8,891	11	4
Transfer to Renewals Reserve Account .. .. .	25,000	0	0				
Transfer to Appropriation Account .. .. .	340,019	16	5				
	£390,059	6	2		£390,059	6	2

## APPROPRIATION ACCOUNT at 30th June, 1917.

	£	s.	d.		£	s.	d.
Transfer to Reconstruction Reserve Account .. .. .	100,000	0	0	By Balance from Net Revenue Account .. .. .	340,019	16	5
.. .. .	240,019	16	5				
	£340,019	16	5		£340,019	16	5

H. A. WILCOX, *General Manager.*  
W. O. STRANGWARD, *Secretary.*

COLIN TEMPLETON, *Chairman.*  
D. V. HENNESSY,  
HENRY WEEDON,  
FRED. T. HICKFORD, }  
ALEX. RENTFREW, }  
*Members.*

MELBOURNE, 24th August, 1917.

### REPORT BY AUDITOR GENERAL.

I certify that I have examined the Accounts and Balance Sheet of the Tramway Board for the period ended 30th June, 1917, and have found them correct. The valuations of the assets acquired from the Melbourne Tramway and Omnibus Company Limited have been accepted on the basis of the Arbitrator's Award. The tramway undertaking constructed by the Melbourne Tramway's Trust is shown at the original cost price. The valuation of the stocks on hand is accepted on the certificate of the General Manager. I have duly examined all the titles and securities held by the Board.

F. H. BRUFORD,  
*Auditor General.*

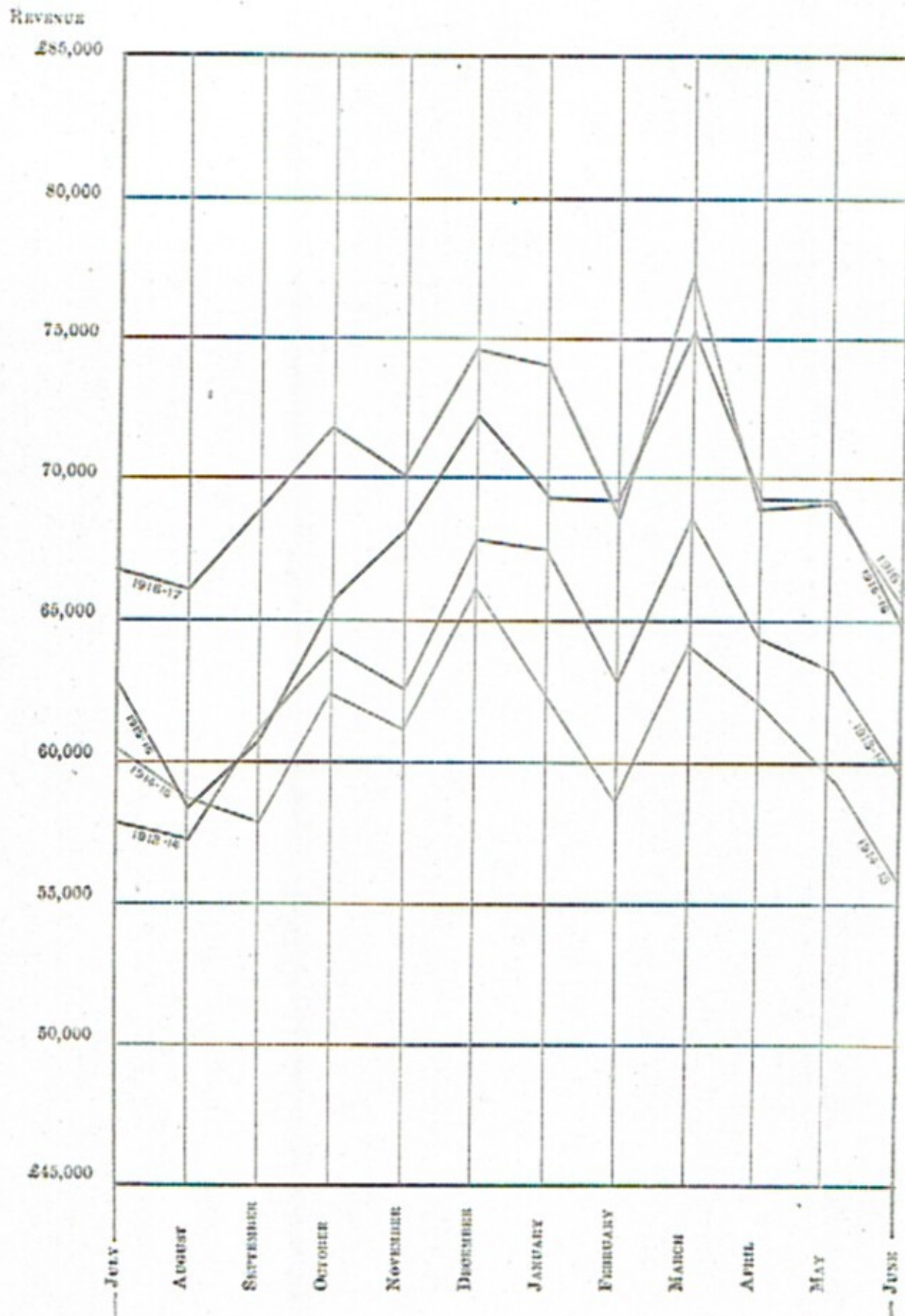
Exp'd., 1917.



# CHART SHOWING MONTHLY

## TRAFFIC RECEIPTS

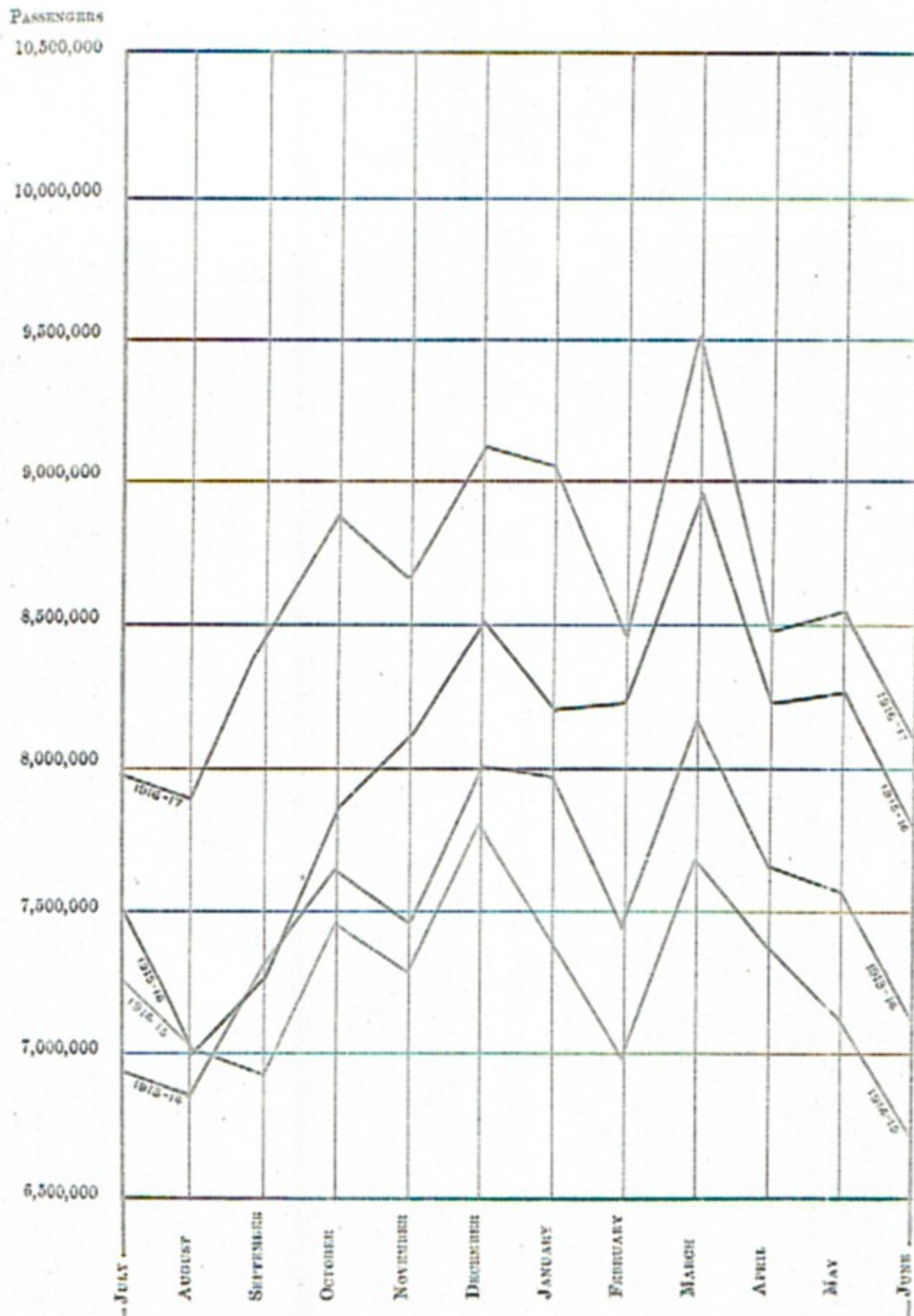
1st JULY, 1918, to 30th JUNE, 1917.





# CHART SHOWING MONTHLY RETURNS OF PASSENGERS

1st JULY, 1913, to 30th JUNE, 1917.





# CHART SHOWING MONTHLY

## TRAIN MILEAGE

1st JULY, 1918, to 30th JUNE, 1917.

