

No. 3.

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"

For Year ended 30th June, 1919.

Sands & McDougall Pty. Ltd., Printers, Melbourne.

TRAMWAY BOARD

MELBOURNE, VICTORIA

With the Compliments of the



Tramway Board

REPORT

... AND ...

STATEMENT OF ACCOUNTS

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



For Year ended 30th June, 1919

TRAMWAY BOARD

MELBOURNE, VICTORIA



Chairman: COLIN TEMPLETON

Members:

ALDERMAN SIR DAVID HENNESSY, Knt.

ALDERMAN SIR HENRY WEEDON, Knt. | FREDERICK THOMAS HICKFORD

CR. ALEXANDER RENFREW

Solicitor:

W. B. McCUTCHEON

General Manager:

H. A. WILCOX

Secretary and Assistant General Manager:

W. O. STRANGWARD

Head Office: BOURKE STREET, MELBOURNE

TRAMWAY BOARD

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

Sir,

The Tramway Board has the honor to present to the Minister of Public Works its Third Annual Report of Proceedings for the year ended 30th June, 1919, together with a summary of its administration for the past three years.

PASSENGER TRAFFIC.

Notwithstanding the heavy reduction of traffic caused by the Influenza epidemic some months ago and the more recent effect of Industrial troubles, the revenue from passenger fares for the year is £944,269, being £42,795 greater than that of the previous year. Charts are appended showing in four-weekly totals the Revenue, Passengers Carried, and Tram Mileage.

FINANCIAL STATEMENTS.

The Balance Sheet, Revenue Account, and Appropriation Accounts, etc., for the year will be found in Appendices Nos. 3 to 5.

The improvement in the revenue for the year has been more than absorbed by the extra cost of operating 316,608 additional tram miles, and in providing for the higher cost of fuel, cables, stores, etc., together with the increased wages to the traffic employees, which was retrospective to the 1st March, 1919.

The Gross Profit on operation for the year is £363,843, whilst for the previous year it was £388,567.

The percentage of Working Expenses to Revenue for the year 1918-19 is 61.21 per cent., which compares with the year 1917-18, 56.6 per cent.; and the Gross Profit per Tram Mile was 6.64 pence and 7.267 pence respectively.

Pursuant to the provisions of the Melbourne and Metropolitan Tramways Act 1918, the surplus of revenue over expenditure between the 8th January and 30th June, 1919 (£250,000) was paid to the credit of the Melbourne and Metropolitan Municipal Loans Redemption Fund in addition to a sum of £250,000 which was transferred from the "Tramway Fund" at the State Savings Bank by Order-in-Council.

Sums of £35,000 and £100,000 have been transferred to the Renewals and Reconstruction Reserve Accounts respectively.

The credit at Appropriation Account at 30th June, 1919, is £350,311 19s. 9d.

SURPLUS FUNDS.

During the three years ended 30th June, 1919, the Surplus of Revenue over actual Expenditure amounted to £1,208,258, which has been dealt with as follows:—

Compensation to M. T. & O. Co. Ltd., Arbitrator's Award and Interest	£381,808 4 4
Transferred to Melbourne and Metropolitan Municipal Loans Redemption Fund	250,000 0 0
Payments to Melbourne and Metropolitan Municipal Loans Redemption Fund	250,000 0 0
Payments to Tramway Fund, State Savings Bank, and Interest thereon	326,149 18 5
Cash and Bank Balances	300 9 9
	£1,208,258 12 6

ASSETS ACQUIRED FROM THE M. T. & O. CO.

The Melbourne Tramway & Omnibus Co. Ltd.'s Appeal against the Judgment of the Full Court upon the question of compensation for assets acquired by the Board from the Company was decided by the King-in-Council on 31st March, 1919. The Award of the Arbitrator (£335,000) having been upheld, the amount was paid to the Company on 16th April, 1919.

ACTION AGAINST THE M. T. & O. CO.

After unsuccessful efforts by the Board to effect a settlement of its claim against the M. T. & O. Co. for the non-fulfilment of the obligations of the Company's leases from the Melbourne Tramways Trust, the hearing of the action was commenced on 24th April, 1919. The Company contended that the Board had no claim for substantial damages, and paid a sum of £25,000 into Court in full settlement, which was declined. After eleven days occupied in opening the Board's claim in connection with Wood Blocking only, negotiations for settlement were suggested by Counsel, and the Board finally agreed to accept a sum of £115,000.

BUILDINGS.

In continuation of the policy of improving the accommodation for employees, and to make provision for the increased number of cars required to meet the traffic, the Board has during the year erected new buildings and made structural alterations and extensions to many of the Car Houses, involving an expenditure of £28,835, details of which are included in the General Manager's Report.

IMPROVED LIGHTING OF ROLLING STOCK.

The lighting of the cars by electricity has been greatly delayed by War conditions, but rapid progress is now being made. The installation is much appreciated by the travelling public, and it is believed that the additional expenditure will be amply justified by the results obtained.

ENLISTMENT.

The number of employees who enlisted for Active Service abroad was 347 and their names are shown in the list appended. Of these, 92 have returned to duty. The Board regrets the addition of seven names to those who have fallen. During the past year employment has been found for 292 discharged soldiers who were not previously in the Board's employ.

CONCESSIONS TO RETURNED SOLDIERS.

During the year 102,864 Special Concession Tickets have been issued to returned soldiers receiving treatment at Military Hospitals, and 248,340 free tickets have been granted to returned (1914) soldiers, sailors, and nurses on furlough or final leave.

EMPLOYEES.

The number of persons employed by the Board on 30th June, 1919, was 2,400, which compares with a total of 2,275 at 30th June, 1918. The increase is practically confined to the traffic staff required to cope with the additional tram miles run.

The Agreement with the Australian Tramway Employees' Association expired on 2nd December, 1918, and, after prolonged negotiations with representatives of the employees, a new agreement was entered into and filed at the Court of Conciliation and Arbitration subsequent to the date of this report. The Agreement, which will expire on 1st May, 1922, provides increased wages averaging about 1s. per day, which will be retrospective to 1st March, 1919. It also includes additional annual holiday leave, extra payment for "spread of hours," and for work performed on holidays, etc.

All employees working on Peace Celebration Day will be granted double pay.

INFLUENZA EPIDEMIC.

Successive recurrences of Influenza have seriously affected the passenger traffic and staff. In addition to its usual contribution to the funds of the "Tramway Board Mutual Benefit Society," the Board has for several months supplemented special "Influenza Relief Funds" by sums equal to the amounts contributed by the employees.

WAR LOANS.

To encourage investment in Commonwealth War Loans, the Board advanced the instalments due upon employees' applications for War Loans (with a maximum of £50 for any one application), accepting repayment in 38 weekly instalments. It also remitted payment of the balance, 10s. per £10 Bond, as a bonus.

GENERAL MANAGER'S REPORT.

The General Manager's Report for the year ended 30th June, 1919 is appended hereto.

MELBOURNE AND METROPOLITAN TRAMWAYS ACT 1918.

The Melbourne and Metropolitan Tramways Act, No. 2995, received the Royal Assent on 7th January, 1919, and the new Board will assume office upon the expiration of the present Board's appointment on 31st October, 1919.

Yours faithfully,

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

1st July, 1919.

APPENDICES.

- No. 1.—General Manager's Report.
 - No. 2.—Statistical Information.
 - No. 3.—Balance Sheet at 30th June, 1919.
 - No. 4.—Revenue Account, year ended 30th June, 1919.
 - No. 5.—Net Revenue and Appropriation Accounts at 30th June, 1919, and Report from Auditor-General.
- Roll of Honour.
- Graphs showing Four-Weekly Revenue, Passengers Carried, and Tram Mileage for the three years ended 30th June, 1917, 1918, and 1919.

SUMMARY OF THE BOARD'S ADMINISTRATION.

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

Sir,

We have the honor to present a summary of the Board's proceedings covering the whole period of its administration.

The Board was appointed on 18th January, 1916, and held its first meeting on the 28th of that month. It assumed office when the World was in the throes of a stupendous War and during abnormal conditions. Notwithstanding these factors, the result of its three years' policy and management has been most satisfactory.

Its first duty was to obtain valuations of the properties and assets of the Melbourne Tramway & Omnibus Co. Ltd. required to operate the undertaking and to arrange for the acquisition of same. The Company's claim for compensation amounted to £442,254, and after a hearing of 22 days, the Arbitrator, His Honor Mr. Justice Cussen pronounced his Award of £335,000, thereby reducing the claim by £107,254.

At the conclusion of the Arbitration, His Honor stated:—

"I think, before concluding the hearing, I should express my indebtedness to Counsel. I put them in the first place, though I quite recognise that behind them there has been an immense amount of work, skill and ability shown in the preparation of these documents, and that the solicitors and those from whom they got their information deserve the very greatest possible credit. I think this case is an illustration of what can be done, when skilled men set their minds to do it in the most expeditious and best possible manner, and the amount of work from which I have been relieved by these admirably prepared inventories and precis of various matters is simply enormous, and I must say how very much I am indebted to those who are responsible for them."

After obtaining exhaustive reports from Engineers, the Board decided, in the public interest, to institute an action against the Melbourne Tramway and Omnibus Co. Ltd. for non-fulfilment of the covenants of the leases under which it held the tramways. A settlement was finally arrived at, and a sum of £115,000 was accepted in satisfaction of all claims.

Probably no public body has been faced with such important litigation during its term of office. The result, however, is a tribute to its efforts and to those of Counsel, Solicitors, and the officers connected with the actions. The result was that the financial position of the Board was improved by over £200,000, as follows:—

Settlement of action in connection with tracks	£115,000
Recovered from the Company for repairs to Power Houses	4,500
Reduction of Company's claim for assets acquired	107,254
	<hr/>
	£226,754

The following figures show the progress of the undertaking during the past three years:—

Year ended 30th June.	Traffic Receipts.	Passengers Carried.	Average Fare per Passenger.	Tram Mileage.	Revenue per Tram Mile
M. T. & O. Co.					
1916 ..	£805,778 ..	96,107,763 ..	2.012d. ..	11,924,472 ..	16.217d.
Tramway Board.					
1917 ..	£841,784 ..	103,118,379 ..	1.959d. ..	12,423,929 ..	16.261d.
1918 ..	£901,474 ..	113,034,157 ..	1.914d. ..	12,833,029 ..	16.859d.
1919 ..	£944,269 ..	118,302,781 ..	1.916d. ..	13,149,637 ..	17.234d.

In September, 1916, the Board extended two-penny cash fares to all lines upon which two-penny ticket fares were in operation, which alone saves at least £1,250 per annum in the cost of printing tickets, etc. This reduction of cash fare is one of the causes of the increased volume of passengers carried.

Year ended 30th June.	Tramway Board Passengers.	Population of Metropolis.	Journeys per head of Population.
1916 ..	96,107,763 ..	684,000 ..	141
1919 ..	118,302,781 ..	723,500 ..	163

The Board has effected many large savings during its administration, amongst which may be instanced the cost of wood blocks, manufacture of employees' uniforms, and Workmen's Compensation Act Insurance. It also obtained substantial rentals from portions of the Board's property which had not been utilized for many years.

The Board's policy of acquiring land adjacent to the Power Houses and laying up large stocks of fuel would enable the whole of the services to be operated without further deliveries for a period of three months, and the provision made for supplies of wire ropes, kerosene, and other requirements enabled the Board to carry over a very trying period, and will place its successors in a safe position for future operations.

Large additions to the rolling stock have been made, and all the cars will very shortly be electrically lighted, the delay being due to non-delivery of material by the contractors. The whole of the Car and Power Houses and Car Repair Shop have been lighted by electricity, which has proved safer and more efficient.

Shelter Houses have been erected for the convenience of passengers, and substantial improvements in the men's accommodation at the various depots have either been completed or are in progress.

Additions to the Engine Power have been made, which has enabled the Board to carry the increased traffic without much extra cost.

Traffic facilities have been extended by the construction of many additional shunts and by the introduction of definite stopping places at regular intervals.

Free travelling was granted to (1914) returned soldiers, sailors, and nurses whilst on furlough or final leave, and liberal concessions have been given to all soldiers in uniform attending Military Hospitals. To meet the convenience of soldiers and their dependants, the terminus of the Flinders Street City Section was extended to the Repatriation Offices at Jolimont.

Early in the Board's administration it considered the advisability of extending Penny Suburban Terminal Sections, which had been in operation on the Clifton Hill and South Melbourne Lines for some time, but was deterred by War and other conditions. Recently the Board made strong representations and passed the necessary By-law to bring it into operation, but regrets that the Government decided not to grant it.

It is very satisfactory to note that the financial result of the Board's policy and administration has so largely helped the Government in the conversion of the Loan maturing during the year.

The whole of the work has had the assiduous attention of the Members of the Board, and has been most economically carried out.

The Board desires to place on record the loyal support it has received from the General Manager, Mr. H. A. Wilcox; its Secretary and Assistant General Manager, Mr. W. O. Strangward and the whole of the employees, without whose aid the above splendid results would not have been attained; and the Board feels that it is handing over to its successors a well equipped and well staffed organisation.

Yours faithfully,

COLIN TEMPLETON, *Chairman.*

D. V. HENNESSY,

HENRY WEEDON,

FRED. T. HICKFORD,

ALEX. RENFREW,

Members.

22nd September, 1919.

GENERAL MANAGER'S REPORT

The Chairman and Members,
Tramway Board,
Melbourne.

Gentlemen,

I have to report upon the operation of the Tramways for the year ended 30th June, 1919, as follows:—

TRAFFIC OPERATIONS.

The Revenue from Passenger Fares and the number of Passengers carried during the five years previous to the Board taking over the Tramways and the years since again shows a continued satisfactory increase.

Year ended 30th June.	Traffic Receipts.	Passengers Carried.	Average Fare per Passenger.	Tram Mileage.	Revenue per Tram 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. ..	11,423,929 ..	16.261d.
1918 ..	£901,474 ..	113,034,157 ..	1.914d. ..	12,833,029 ..	16.859d.
1919 ..	£944,269 ..	118,302,781 ..	1.916d. ..	13,149,637 ..	17.234d.

The Traffic Receipts and Passengers carried have increased during the year by 4.6 and 4.7 per cent. respectively.

The average fare per passenger corresponds very closely with that for the year ended 30th June, 1918.

The greatest revenue for a single day since the inception of the system was on 24th December, 1918, when a sum of £3,985 was received for passenger fares, and the revenue for the month ending 31st May, 1919, £84,244, exceeded that of any previous month.

WIRE ROPES.

During the earlier portion of the year, the supply of wire ropes caused the Board great anxiety, and it was only by the exercise of the utmost care that it was possible to maintain the various services without serious interruption. Of late the supply of new ropes has been steadily improving, and I think the position is now quite safe.

BUILDINGS, &c.

During the year alterations and extensions have been made to the Car Houses at North Carlton, Brighton Road, Prahran, South Melbourne, Port Melbourne, Richmond, Nicholson Street, St. Kilda Esplanade, and North Melbourne.

Contracts have been let for improvements at Brunswick Car House, and plans are in course of preparation for further improvements at Richmond, North Fitzroy, Johnston Street, and Toorak Car Houses, which will complete all those necessary for the present.

New and additional office accommodation and two brick shops have also been erected upon vacant land adjoining the Car House at Clifton Hill, and the shops let at satisfactory rentals.

A property adjoining the Car Repair Shops, Fitzroy, was purchased and portion of the land utilised for the erection of a building to accommodate the forges and blacksmiths' shops. This will allow additional and much needed space for building and repairing cars, &c.

The Electric Lighting of the whole of the Power and Car Houses and Car Repair Shops is now complete, and has proved a great convenience and economy.

ADDITIONAL POWER AT RICHMOND POWER HOUSE.

Unavoidable delay has occurred in the delivery of essential portions of the Electric plant ordered for the Rathdown Street Power House, and it has therefore not been practicable to transfer the steam engines from that Station to the Richmond Power House as referred to in the Board's last Annual Report. The required plant has now been shipped, and it is believed that the reconstruction of both Power Houses will be completed this year.

ROLLING STOCK.

At 30th June, 1918, the number of cars and dummies in stock was 1,064. During the year the construction of 24 additional dummies was completed, and four small cars converted into two bogie cars.

The Rolling Stock in traffic on 30th June, 1919, was as follows:—

Standard Closed Cars	485
Bogie Cars	58
Open Cars	2
Horse Cars	2
Dummies	539
	1,086

IMPROVED LIGHTING OF ROLLING STOCK.

The non-delivery of Electrical plant required to equip the Charging Stations delayed the execution of the contract for lighting the cars by electricity. The recent arrival of the necessary material has, however, enabled the contractors to complete the installation of electric light in the whole of the cars upon the Brunswick, Brighton Road, Nicholson Street, and Toorak lines. The Esplanade and Clifton Hill cars are almost completed and the equipment of the other lines will be speedily carried out.

ROYAL PARK HORSE TRAMWAY.

The lease of this tramway from the Zoological and Acclimatisation Society expired on 31st December, 1918, and an extension of one year was arranged.

In accordance with the Melbourne and Metropolitan Tramways Act 1918 the tramway will on 1st November, 1919, pass to the new Tramway Board.

Considerable attention has been devoted to the possibility of replacing horses on this line by some other motive power. A car was recently equipped with a petrol motor, but an extended trial proved that it was unsuitable for the Board's requirements.

STREET TRAFFIC CONGESTION.

A conference consisting of representatives of the Tramway Board, Prahran and Malvern Tramways Trust, and the Councils of Richmond, Hawthorn, Kew, and Collingwood submitted a scheme for widening Victoria Street at the Western approach to Victoria Bridge, which was approved by all the authorities concerned, and should minimise the danger to pedestrians and vehicular traffic at this point. Under the apportionment the Board will pay one fourth of the total cost of the work.

In order to reduce the number of tram cars in the Southern end of Elizabeth Street, a scheme was adopted some months ago by which about 25 per cent. of the Brunswick cars, at busy periods, terminate their "up" trips at Lonsdale Street. The scheme has proved effective, and is a convenience to passengers desiring to board the cars north of Bourke Street.

The Tramway Lines and Power Machinery have all been maintained in good order.

The satisfactory manner in which the Rolling Stock and Machinery have been kept in good repair reflects great credit on the Manager and Staff of the Repair Shop.

The Traffic and Clerical Staff have loyally co-operated with the Departmental Heads in all branches of the Board's service.

Yours faithfully,

H. A. WILCOX,
General Manager.

1st July, 1919.

STATISTICAL INFORMATION.

The following is a summary of Statistical Information of the operation of the tramways for the year ended 30th June, 1919:—

Total Borrowing Powers	£500,000
Borrowing Powers Exercised	Nil
Gross Capital Expenditure by—	
Melbourne Tramway Trust	£1,660,736
Tramway Board	418,521
	£2,074,257
Mileage of Double Track, Cable	43.677 miles
Do. do. Horse625 „
	44.302 miles
Average Population served by Tramways	450,000
Traffic Receipts	£944,269
Total Receipts	£945,799
Working Expenses	£578,890
Transfer to Renewals Reserve Account for year	£35,000
„ Reconstruction Reserve Account for year	£100,000
Net Surplus for year	£235,085
Tram Miles, Cable	13,138,992
„ „ Horse	10,645
	13,149,637
Passengers carried	118,302,781
Average maximum number of Trains in use daily	429
Percentage of Working Expenses to Total Receipts	61.21
Average Traffic Receipts per Tram Mile	17.234d.
„ „ per Mile of Double Track	£21,314
„ „ per Passenger	1.916d.
„ Total Receipts per Tram Mile	17.262d.
„ Speed per hour, including stops	9 miles
„ Working Expenses per Tram Mile, excluding Power Cost	8.4d.
„ „ „ including Power Cost	10.566d.
Scale of Fares	1d., 1½d., 2d., 3d.
Average Distance per 1d.	1.628 miles
„ Number of Passengers per Tram Mile	8.9
„ Journeys per head of Population served per annum	263
Number of Cars in Stock	547
„ Dummies in Stock	539

TRAMWAY BOARD.

Appendix No. 3.

BALANCE SHEET at 30th June, 1919.

CAPITAL AND LIABILITIES.								
MELBOURNE TRAMWAYS TRUST'S EXPENDITURE upon Cable Tramway Undertaking vested in Board pursuant to Act No. 2818 (see contra)	£1,660,736	0	0					
*Sundry Creditors	50,717	19	4					
Bills Payable	6,508	16	0					
Contractors' and Employees' Security Deposits	8,014	17	9					
Melbourne Tramways Trust—Unpresented Coupons	54	0	0					
Power House Repairs Suspense Account	2,843	7	8					
Renewals Reserve Account	90,000	0	0					
Reconstruction Reserve Account	300,000	0	0					
Commercial Bank of Australia, Melbourne	3,373	15	5					
Balance of Appropriation Account	350,311	19	9					
* Exclusive of Liabilities on Contracts not yet executed.								
<hr style="width: 100%;"/>								
£2,472,560 15 11								
<hr style="width: 100%;"/>								
				ASSETS.				
				MELBOURNE TRAMWAYS TRUST'S EXPENDITURE UPON CABLE TRAMWAYS (see contra)—				
				Permanent Way, &c.	£1,121,753	0	0	
				Power Houses, Land, Engines, &c.	456,534	0	0	
				Engineering and General Expenditure	82,449	0	0	
				<hr style="width: 100%;"/>				
				£1,660,736 0 0				
<hr style="width: 100%;"/>								
				ASSETS ACQUIRED FROM MELBOURNE TRAMWAY & OMNIBUS COMPANY LIMITED (PORTION), PURSUANT TO ACT NO. 2818—				
				Freehold Properties, Head Office, Repair Shops, Car Houses, and other Properties	£151,498	8	0	
				Royal Park Tramway and other Leaseholds	5,246	3	7	
				Rolling Stock, Grips, &c.	169,228	2	9	
				Sundry Machinery at Power Houses	1,729	7	7	
				Iron and Wood Working Machinery at Car Repair Shops	6,993	4	10	
				Engines, Boilers, Shafting, &c., at Car Repair Shops	1,696	16	10	
				Patterns at Car Repair Shops	2,565	15	6	
				<hr style="width: 100%;"/>				
				At Prices claimed by Company	£338,957	19	1	
				Less—Reduction made by Arbitrator	87,004	15	1	
				<hr style="width: 100%;"/>				
				251,953 4 0				
				Additional Land, Buildings, and Shelter Houses, at cost	27,318	2	0	
				Rolling Stock constructed by Board, at cost	19,951	17	9	
				Installation of Electric Light in Cars	36,089	7	7	
				Additional Machinery and Plant	7,388	9	0	
				New Shunts and Alterations to Track	4,921	17	8	
				Sundry Debtors; Insurance Premiums and Municipal Rates, &c., paid in advance	6,619	15	4	
				Horses, Rails, Cables, Furniture and Fittings, Bell Punches, &c., at valuation	65,899	9	7	
				Stocks of Timber, Stores, Fuel, Uniforms, &c., at valuation	61,079	8	2	
				Contractors' Fixed Deposits	779	1	3	
				*"Tramway Fund" at State Savings Bank	326,149	18	5	
				Cash in hand	3,674	5	2	
				<hr style="width: 100%;"/>				
				£2,472,560 15 11				
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* To be dealt with as provided by Section 72, Act No. 2895.

TRAMWAY BOARD.

Appendix No. 4.

REVENUE ACCOUNT from 1st July, 1918, to 30th June, 1919.

EXPENDITURE.				REVENUE.			
	Per Tram Mile.	£	s. d.		Per Tram Mile.	£	s. d.
To Traffic Expenses—				By Traffic Receipts			
Wages and Salaries, Lighting Cars, Uniforms, &c.	6.280d.	344,066	3 7		17.234d.	944,269	6 2
„ Maintenance—				„ Advertisements and Rents			
Buildings, Rolling Stock, Permanent Way, &c.	.971d.	53,225	11 4		.028d.	1,529	13 0
„ Power Expenses—							
Wages and Salaries, Ropes, Fuel, Water, &c.	2.166d.	118,649	18 4				
„ Rates, Land Tax, and Car Licenses	.505d.	27,690	11 1				
„ General Expenses—							
Management, Accident Compensation, Insurances, Printing, and Miscellaneous	.644d.	35,258	8 4				
	10.566d.	578,890	12 8				
„ Contributions to Employees' Benefit Society	.042d.	2,281	4 8				
„ „ to Employees' Influenza Sick Pay and War Bond Applications	.014d.	783	15 2				
	10.622d.	581,955	12 6				
„ Balance to Net Revenue Account	6.640d.	363,843	6 8				
	17.262d.	£945,798	19 2		17.262d.	£945,798	19 2

TRAMWAY BOARD.

Appendix No. 5.

NET REVENUE ACCOUNT—Year ended 30th June, 1919.

	£	s.	d.		£	s.	d.
To Legal, Engineering, and other Disbursements re Arbitration with, and Claim against, Melbourne Tramway & Omnibus Company Limited	10,224	4	4	By Balance from Revenue Account	363,843	6	8
„ Interest on £335,000—Compensation awarded the Melbourne Tramway & Omnibus Company Limited	13,308	4	4	„ Interest at 4½% on “Tramway Fund” at State Savings Bank	29,773	18	9
„ Transfer to Renewals Reserve Account	35,000	0	0	„ Settlement of Action against the Melbourne Tramway & Omnibus Company Limited	115,000	0	0
„ Balance to Appropriation Account	450,084	16	9				
	£508,617	5	5		£508,617	5	5

APPROPRIATION ACCOUNT at 30th June, 1919.

	£	s.	d.		£	s.	d.
To Payments to “The Melbourne and Metropolitan Municipal Loans Redemption Fund”	250,000	0	0	By Balance from previous year	500,227	3	0
„ Transfer to State Treasury from “Tramway Fund” at State Savings Bank	250,000	0	0	„ Balance from Net Revenue Account	450,084	16	9
„ Transfer to Reconstruction Reserve Account	100,000	0	0				
„ Balance	350,311	19	9				
	£950,311	19	9		£950,311	19	9

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

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

MELBOURNE, 12th September, 1919.

REPORT BY AUDITOR GENERAL.

I certify that I have examined the Accounts and Balance Sheet of the Tramway Board for the year ended 30th June, 1919, 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 Tramways 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.

24th September, 1919.

J. A. NORRIS,
Auditor General.

ALLAN, AIRD, ANDERS, ANQUET, BAINES, BLAIR, BLONDE, BRUCE, CAMERON, CAMPBELL, CHARM, COCHRAN, COLLINS, COTTRELL, COUCHIE, CUDDEY, DANES, FLEMING, FLEMING, FLETCHER, FLETT, FOTHER, GARDIN, GARRETT, GOLDS, GRAY, HAAR, HALLIG, HEARD, HEGAR, HINES, HITCHER, HORDE, HUGHES, JENKIN, LE BON, LINDIE, LYDIAE, MAHON, MORE, MORRIS, NOLAN, O'SHEA, PEACHE, PITCHE, REID, I, SERONI, SIMON, SIMON, SOLNIC, STAFF, STANNE, STANNE, WEBB, WESTL

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ROLL OF HONOUR

Employees Enlisted for Active Service

to 30th June, 1919

OUR HONOURED DEAD

Died on Active Service (56)

NAME	OCCUPATION	MILITARY UNIT
ALLAN, JAMES V. (Corporal)	Body Maker	6th Battalion Infantry
AIRD, A. R.	Conductor	5th Battalion Infantry
ANDERSON, FREDERICK	Engine Oiler	31st Battalion Infantry
ANQUETIL, HENRY STEWART (Lieut.)	Engine Driver	2nd Machine Gun Section (M.M. and Bar; Mentioned in Despatches)
BAINES, CHARLES VINCENT	Conductor	23rd Battalion Infantry
BLAIR, ARCHIBALD	Clerk	5th Field Artillery Brigade
BLONDETT, ALFRED JAMES (Corporal)	Gripman	22nd Battalion Infantry
BRUCE, LINDSAY CHARLES (Corporal)	Gripman	3rd Field Artillery Brigade
CAMERON, GORDON PETER	Conductor	7th Battalion Infantry
CAMPBELL, JAMES	Conductor	24th Battalion Infantry
CHARMAN, PERCIVAL E. F.	Gripman	2nd Field Artillery Brigade Ammunition Col.
COCHRANE, WILLIAM	Conductor	37th Battalion Infantry
COLLINS, ALLAN STANLEY	Conductor	5th Machine Gun Section
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	59th Battalion Infantry
ELLIOTT, ARTHUR HENRY	Gripman	5th Battalion Infantry
FLEMING, NORMAN R. R.	Conductor	14th Battalion Infantry
FLEMING, ANDREW CUMMING	Conductor	21st Battalion Infantry
FLETCHER, WILLIAM HENRY	Conductor	15th Machine Gun Company
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
GOLDSMITH, ROBERT	Tunnel Cleaner	59th Battalion Infantry
GRAVELL, WILLIAM EDWIN	Conductor	60th Battalion Infantry
HAAR, CHARLES HENRY (Lance-Corpl.)	Gripman	22nd Battalion Infantry
HALLIGAN, WILLIAM ROBERT	Conductor	7th Battalion Infantry
HEARD, ARTHUR (Coy. Q. M. Sergt.)	Conductor	31st Battalion Infantry
HEGARTY, ALBERT (Corporal)	Gripman	23rd Battalion Infantry
HINES, WILLIAM GEORGE	Gripman	6th Battalion Infantry
HITCHENS, ALFRED REGINALD	Gripman	14th Battalion Infantry
HORDERN, ARNOLD CLEMENT	Track Oiler	7th Battalion Infantry
HUGHES, JOHN HUGH	Conductor	13th Battalion Infantry
JENKINS, ALBERT	Engine Oiler	31st Battalion Infantry
LE BON, ERNEST GEORGE (Sergeant)	Gripman	22nd Battalion Infantry
LINDLEY, WALTER	Gripman	57th Battalion Infantry
LYDIARD, WILLIAM JAMES	Painter	24th Battalion Infantry
MAHON, THOMAS	Conductor	Divisional Ammunition Column
MORE, ROBERT DAVID	Track Repairer	5th Battalion Infantry
MORRISON, WILLIAM H.	Conductor	21st Battalion Infantry
NOLAN, WILLIAM	Gripman	14th Battalion Infantry
O'SHEA, WILLIAM	Mechanic	14th Battalion Infantry
PEACH, EPHRAIM FRANCIS (L.-Corporal)	Gripman	29th Battalion Infantry
PITCHER, BASIL	Engine Oiler	6th Battalion Infantry
REID, DAVID JOHN	Tunnel Cleaner	13th Light Horse Regiment
SERONG, EMANUEL CHARLES	Tunnel Cleaner	59th Battalion Infantry
SIMMONS, JOSEPH J.	Fireman	4th Field Artillery Brigade
SIMS, JOHN E. THOMAS	Conductor	5th Battalion Infantry
SOLNICK, ERNEST	Engine Oiler	23rd Battalion Infantry
STAFF, VALENTINE N. (L.-Corporal)	Conductor	37th Battalion Infantry
SUMNER, ROY G.	Engine Oiler	21st Machine Gun Company
SUMMERS, ELI C. (Sergeant)	Conductor	7th Battalion Infantry
WEBB, RHYS	Conductor	14th Battalion Infantry
WESTLEY, ERIC JOSIAH	Engine Oiler	38th Battalion Infantry

ENLISTED FOR ACTIVE SERVICE (291)

NAME	OCCUPATION	MILITARY UNIT
ABURROW, FRANCIS	Gripman	Field Artillery
ADAIR, EDWARD GEORGE (Sergeant)	Conductor	5th Battalion Infantry
ADAMSON, MELVILLE SALISBURY	Gripman	4th Division Ammunition Column
AIRD, WILLIAM ROBERT	Gripman	Infantry
AITKEN, JOHN CHARLES (Lieut.) (M.M.)	Gripman	7th Field Ambulance
ANDERSON, HENRY WILLIAM	Conductor	2nd Tropical Force
ANTHONY, HENRY THOMAS	Gripman	1st Australian Light Horse Regiment
ARNOLD, JAMES EDWIN (2nd Lieut.)	Gripman	6th Battalion Infantry
ATTENBOROUGH, ALBERT	Gripman	Infantry
AUSTIN, HERBERT EDWARD	Conductor	Infantry
AYLWARD, THOMAS	Gripman	Infantry
BAINES, GEO. HY.	Fireman	Artillery
BAKER, WALTER HERMAN (Sapper)	Conductor	5th Division Signal Company
BALLARD, JOSEPH GEORGE	Gripman	Infantry
BANKS, JAMES BRUCE (Corporal)	Conductor	1st Squadron Flying Corps
BARBOUR, FRANCIS JUNIOR	Gripman	Infantry
BARBER, PERCY CLEMENT (Corporal)	Gripman	2nd Heavy Trench Mortar Battery
BARNES, ERNEST V. S. (Lance-Corporal)	Conductor	1st Squadron Flying Corps
BARTON, FRANK STUART	Conductor	13th Field Artillery Brigade
BATES, VALENTINE CHARLES	Gripman	46th Battalion Infantry
BAUCHOP, D.	Gripman	3rd Pioneer Battalion
BAZLEY, FREDERICK	Engine Oiler	1st Salvage Section
BLISS, FREDERICK RODEN	Gripman	Australian Flying Corps
BIRMINGHAM, GEORGE	Shunter	21st Battalion Infantry
BONNICK, JAMES GORDON	Track Repairer	1st Aust. Light Railway Operating Company
BOOTHROYD, ALLAN FENTON	Conductor	23rd Battalion Infantry
BOWMAN, ROBERT LESLIE	Track Labourer	2nd Division Ammunition Column
BOWMAN, WALTER ROBERT	Conductor	16th Field Artillery Brigade
BOWMAN, WILLIAM JOHN	Gripman	Australian Mounted Engineers
BOWMAN, DAVID	Engine Fitter	Infantry
BOX, WILLIAM LESLIE	Shed Mechanic	5th Battalion Infantry
BOXSHALL, ALBERT VICTOR (L-Corpl.)	Conductor	57th Battalion Infantry
BOYD, WILLIAM ROBERT	Conductor	22nd Battalion Infantry
BRADEN, JAMES THOMPSON (L-Corpl.)	Gripman	14th Battalion Infantry
BREARLEY, HERBERT	Conductor	Infantry
BREWER, VINCENT B. V.	Conductor	3rd Australian General Hospital
BRIGGS, HENRY DAVID (Bombardier)	Gripman	8th Field Artillery Brigade
BRIGGS, WILLIAM CHARLES	Gripman	3rd Pioneer Battalion
BRODIE, ANDREW CHEETHAM	Engine Oiler	7th Battalion Infantry
BROWNE, ALFRED LAWRENCE	Gripman	Infantry
BRYDON, ALFRED JOHN	Gripman	Army Service Corps
BULEY, FREDERICK	Conductor	8th Battalion Infantry
BURNEY, WILLIAM THOMAS	Conductor	Divisional Train A.S.C.
BURNS, J. F.	Track Repairer	Infantry
BURROWS, JOHN H. J.	Gripman	1st Motor Transport Company
BUTTERS, ROBERT WILLIAM (Corporal)	Conductor	57th Battalion Infantry
CAIL, HERBERT GEORGE	Conductor	Convalescent Depot
CAMPBELL, CHAS. J. M. (M.M.) (Sgt.-Mjr.)	Fireman	14th Battalion Infantry
CAMPBELL, CLEM.	Engine Oiler	5th Field Bakery
CARNELL, S. J.	Conductor	Infantry
CAUSON, ERNEST ALFRED	Conductor	7th Battalion Infantry
CAVANAGH, JOHN NORMAN	Conductor	4th Pioneer Battalion
CHURCH, GABRIEL	Conductor	Artillery
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
COOPER, CHARLES H. G.	Conductor	22nd Battalion Infantry
CORCORAN, BARNARD JOHN	Gripman	Infantry
CORRIE, ERNEST HENRY (Corporal)	Conductor	8th Light Horse Regiment
COTTREN, GEORGE J. D.	Engine Oiler	60th Battalion Infantry
COURTNEY, CHARLES EDGAR	Clerk	2nd Division Signallers Company
COUSINS, CYRIL W. V.	Gripman	2nd Division Ammunition Column
CRAIG, WILLIAM (Sergeant)	Conductor	A.I.P. Headquarters
CROUCH, HARRY JOHN (Sergeant)	Conductor	4th Division Ammunition Column
CUFF, RICHARD (Lieutenant)	Conductor	5th Battalion Infantry
CUGLEY, JAMES FREDERICK (C.Q.M.S.)	Conductor	22nd Battalion Infantry
CUNNINGHAM, MERVYN (Sergeant)	Conductor	60th Battalion Infantry
CURRAN, DESMOND	Engine Driver	23rd Battalion Infantry
DARGATZ, LEWIS T.	Conductor	6th Battalion Infantry
DAVEY, HENRY PEARCE (Corporal)	Labourer	21st Battalion Infantry
DAWSON, MICHAEL JOSEPH	Conductor	Infantry
DEAN, RODGER HUNTER	Gripman	46th Battalion Infantry
DILNOT, ARTHUR HENRY	Conductor	1st and 2nd Australian Siege Battery
DOUGLAS, J. W. G.	Driller	Engineers
DOWNES, CLARENCE R.	Engine Oiler	23rd Battalion Infantry
DYER, ALBERT	Conductor	3rd Light Horse Ambulance

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ENLISTED FOR ACTIVE SERVICE—Continued

NAME	OCCUPATION	MILITARY UNIT
EASTMAN, JOHN CHARLES	Engine Oiler	46th Battalion Infantry
EDGAR, GEORGE SNEDDON	Painter	38th 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, WILLIAM LAWRENCE	Conductor	Infantry
EWART, ARTHUR	Gripman	58th Battalion Infantry
EWERT, WILLIAM A.	Gripman	Infantry
FALVEY, LESLIE CLARENCE	Conductor	6th Field Ambulance
FARRELL, JOHN CLYDE	Conductor	4th Field Artillery Brigade
FIELD, LESLIE GORDON	Gripman	21st Battalion Infantry
FISHER, SAMUEL	Gripman	8th Battalion Infantry
FITZPATRICK, JOSEPH (M.M.) (Sergeant)	Labourer	31st Battalion Infantry
FLAHERTY, WILLIAM NICHOL	Conductor	8th Battalion Infantry
FLANAGAN, ANDREW ROWAN	Conductor	59th Battalion Infantry
FLEMING, ALBT. H. P.(M.C.)(Warrant Off.)	Gripman	5th Battalion Infantry
FOGG, ROBT. LESLIE	Gripman	Infantry
FOX, ERIC JAMES	Conductor	Infantry
FRASER, DONALD	Gripman	21st Battalion Infantry
FRASER, ERNEST W. E.	Conductor	21st Battalion Infantry
FRASER, JAMES (Sergeant)	Conductor	8th Battalion Infantry
GARDINER, RICHARD ADOLPHUS	Conductor	Infantry
GARLAND, ALFRED WILLIS (Lieutenant)	Fireman	31st Battalion Infantry
GAUL, JOHN GEO. STANLEY	Conductor	Engineers
GEDDES, LESLIE S.	Gripman	Infantry
GEDDIS, JOHN	Conductor	Infantry
GEORGE, HERBERT THOS.	Engine Oiler	Infantry
GIBBONS, JOHN JOSEPH	Conductor	46th Battalion Infantry
GIBBS, WALTER THOMAS	Conductor	4th Division Train Details
GLEESON, HENRY FREDERICK	Conductor	2nd Division Artillery Details
GOODALL, JOHN R.	Shed Mechanic	4th Division Ammunition Column
GOODWIN, EDGAR CHARLES	Gripman	2nd Field Artillery Brigade
GORDON, HENRY	Shunter	2nd Battalion Infantry
GRAHAM, JAMES H. (Sergeant)	Gripman	57th Battalion Infantry
GRAVE, JOHN CEDRIC	Engine Oiler	45th Battalion Infantry
GREAVES, ERNEST	Conductor	23rd Battalion Infantry
HARVEY, EDWIN NORMAN	Conductor	Infantry
HAILES, FRANK VALENTINE	Conductor	10th Field Artillery Brigade
HAMILTON, NORMAN ROSS	Gripman	3rd Division Ammunition Column
HANKS, WALTER EDWARD	Conductor	21st Battalion Infantry
HARRISON, GEORGE WRIGHT	Conductor	1st and 2nd Australian Siege Battery
HATRICK, WILLIAM (Lance-Corporal)..	Conductor	6th Battalion Infantry
HAWLEY, JOHN CHARLES (Lance-Corpl.)	Gripman	3rd Light Horse Field Ambulance
HEADLAM, CHARLES G. J.	Gripman	2nd Field Ambulance
HIGHAM, NOEL BRUNT	Conductor	1st Squadron Flying Corps
HITCHINS, FREDERICK JOHN	Conductor	46th Battalion Australian Infantry B.E.F
HOGG, ARTHUR EDWARD	Conductor	2nd Division Signalling Company
HOLLAND, JOHN ALBERT	Gripman	Infantry
HOLLOW, ARTHUR OSCAR	Gripman	21st Battalion Infantry
HOLMES, WILLIAM WYBERT	Gripman	1st Company Australian Army Service Corps
HOLTON, JOSEPH H. O. (M.M.)	Conductor	4th Australian Motor Transport Company
HOOPER, JOHN HENRY	Engine Oiler	22nd Battalion Infantry
HOUSTON, ALEXANDER (2nd Lieutenant)	Gripman	5th Battalion Infantry
HOUSTON, FREDERICK	Gripman	3rd Light Horse
HOWE, VICTOR SIMEON (Lance-Corporal)	Conductor	24th Battalion Infantry
HUGHES, JOHN ANTHONY	Engine Oiler	24th Battalion Infantry
HUGHES, THOMAS LLOYD	Conductor	8th Battalion Infantry
HUNTER, ARTHUR GEORGE	Conductor	21st Battalion Infantry
JACKSON, ANDREW WILLIAM	Conductor	4th Light Horse
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 (Sergt.) (M.M.)	Conductor	8th Battalion Infantry
JONES, ARTHUR JOSEPH VAL	Conductor	Field Company Engineers
JORDAN, THOMAS	Engine Driver	Army Medical Corps Details
KAVANAGH, GERALD	Engine Driver	7th Field Ambulance
KIERNAN, PAT. JOHN (M.M.) (Bombdr.)..	Gripman	2nd Field Artillery Brigade
KINGSTON, WILLIAM (Sergeant)	Labourer	Army Service Corps
KNIGHT, ARTHUR ROBERT	Gripman	Infantry
LAIDLAW, ARTHUR WILLIAM	Shunter	24th Battalion Infantry
LAKE, HUGH GEORGE	Conductor	8th Battalion Infantry
LAMBE, JOHN HORACE (Sergeant)	Conductor	60th Battalion Infantry
LAMONT, THOMAS	Gripman	3rd Division Ammunition Column
LANGLEY, ERNEST CHARLES	Conductor	23rd Battalion Infantry
LAWRENCE, PERCY CAMPBELL	Gripman	Instructional Staff
LAWTHER, WILLIAM	Conductor	Infantry
LAZARUS, ARTHUR G.	Engine Oiler	4th Light Trench Mortar Battery
LEPLASTRIER, STANLEY VERNEY	Painter	1st Australian General Hospital
LINTON, WILLIAM JOHN	Gripman	2nd Division Signalling Company
LOGAN, JAMES	Clerk	60th Battalion Infantry
LONERGAN, CORNELIUS BERNARD	Machinist	5th Field Company Engineers

ENLISTED FOR ACTIVE SERVICE—Continued

NAME	OCCUPATION	MILITARY UNIT
SMITH, CHARLES HOLDSWORTH	Conductor	4th Light Horse Regiment
SMITH, DONALD SAMUEL	Conductor	1st Pioneer Battalion
SORRENSEN, THOMAS	Mechanic	Australian Navy
SPENCE, HUGH G. C. (Coy. Q.M. Sergt.)	Gripman	Commissioned Officer Imperial Army
STEPHEN, JAMES MAIR	Track Cleaner	5th Battalion Infantry
STEWART, JOHN WESLEY	Gripman	Infantry
STILL, JAMES HENRY	Gripman	3rd Pioneer Battalion
STAFF, EDWARD JOHN	Conductor	39th Battalion Infantry
STREADER, CHAS. OSBORNE	Shed Mechanic	Infantry
SULLIVAN, JOHN PATRICK	Gripman	23rd Battalion Infantry
TAYLOR, ARTHUR FREDERICK (Corpl.)	Gripman	1st Cycle Battalion
THOMAS, JOHN SUMNER	Gripman	Infantry
THOMPSON, HAROLD ATHOL	Conductor	9th Light Horse
THOMPSON, WALTER WILLIAM	Conductor	Army Veterinary Corps
TILLOTSON, HENRY HOLMES	Engine Oiler	46th Battalion Infantry
TOONE, WILLIAM HAROLD	Fitter	Field Company Engineers
TREVORROW, THOMAS HAWTHORN	Conductor	2nd Pioneer Battalion
TRIM, WILLIAM JAMES	Gripman	Infantry
TROUSSELOT, EDWARD WILLIAM	Conductor	A.S.C. Details
TUCKER, RICHARD	Gripman	7th Battalion Infantry
TURRELL, ARTHUR	Gripman	24th Battalion Infantry
VERNON, MARSHALL	Engine Oiler	4th Machine Gun Company
WALKER, THOMAS WILLIAM	Conductor	58th Battalion Infantry
WALSH, THOMAS MURTAGH	Engine Oiler	6th Battalion Infantry
WALTERS, CHARLES EDWARD	Gripman	Light Horse
WARFE, LESLIE	Track Labourer	8th Light Horse Regiment
WATERS, WILLIAM JENKYN	Conductor	29th Battalion Infantry
WATERSTON, JOHN WALKER	Conductor	39th Battalion Infantry
WATERMAN, JAMES	Gripman	Infantry
WATSON, GEORGE	Gripman	22nd Battalion Infantry
WELLS, T. W.	Conductor	Infantry
WHEELER, WILLIAM EDWARD	Body Maker	1st Australian Flying Corps
WILCOCK, CLAUDE WOODWARD	Conductor	2nd Battalion Infantry
WILCOCKS, ERNEST	Conductor	6th Battalion Infantry
WILLEY, GEORGE HAROLD	Conductor	12th Field Company Engineers
WILLIAMS, DOUGLAS	Engine Oiler	23rd Battalion Infantry
WILLIAMS, FREDERICK BARTON	Conductor	1st Machine Gun Company
WILLIAMS, GEORGE R.	Track Repairer	Flying Corps
WILLIAMS, JAMES HENRY (Sergeant)	Gripman	1st Field Artillery Brigade
WILLIAMSON, ROBERT LYALL	Conductor	46th Battalion Infantry
WILSON, JAMES LESLIE	Conductor	2nd Royal Sussex Field Artillery
WOODYATT, ALBERT EDWARD	Gripman	Field Artillery
WHYTE, THOMAS	Shed Mechanic	Infantry
YOUNG, JOHN THOMAS	Conductor	Infantry

AWARDS FOR VALOUR

AITKEN, JOHN CHARLES (Lieutenant)	Military Medal
ANQUETH, HENRY STEWART (Lieut.)	Military Medal and Bar (Mentioned in Despatches)
CAMPBELL, CHARLES J. M. (Sergt.-Mjr.)	Military Medal
FLEMING, ALBERT H. P. (Warrant Officer)	Military Cross
FITZPATRICK, JOSEPH (Sergeant)	Military Medal
HOLTON, J. H. O.	Military Medal
JONES, ERNEST EDWARD (Sergeant)	Military Medal
KIERNAN, PATRICK JOHN (Bombardier)	Military Medal
LYNCH, DANIEL T. E.	Military Medal
MEIKLE, WILLIAM BRUCE (S.Q.M. Sergt.)	Military Medal
McLACHLAN, JAMES (2nd Lieutenant)	Distinguished Conduct Medal
POULTER, PERCY J. S.	Cross of St. George

CHART SHOWING FOUR-WEEKLY TRAFFIC RECEIPTS

YEAR ENDED 30th JUNE, 1917 (Black)

" " " " 1918 (Red)

" " " " 1919 (Green)

REVENUE

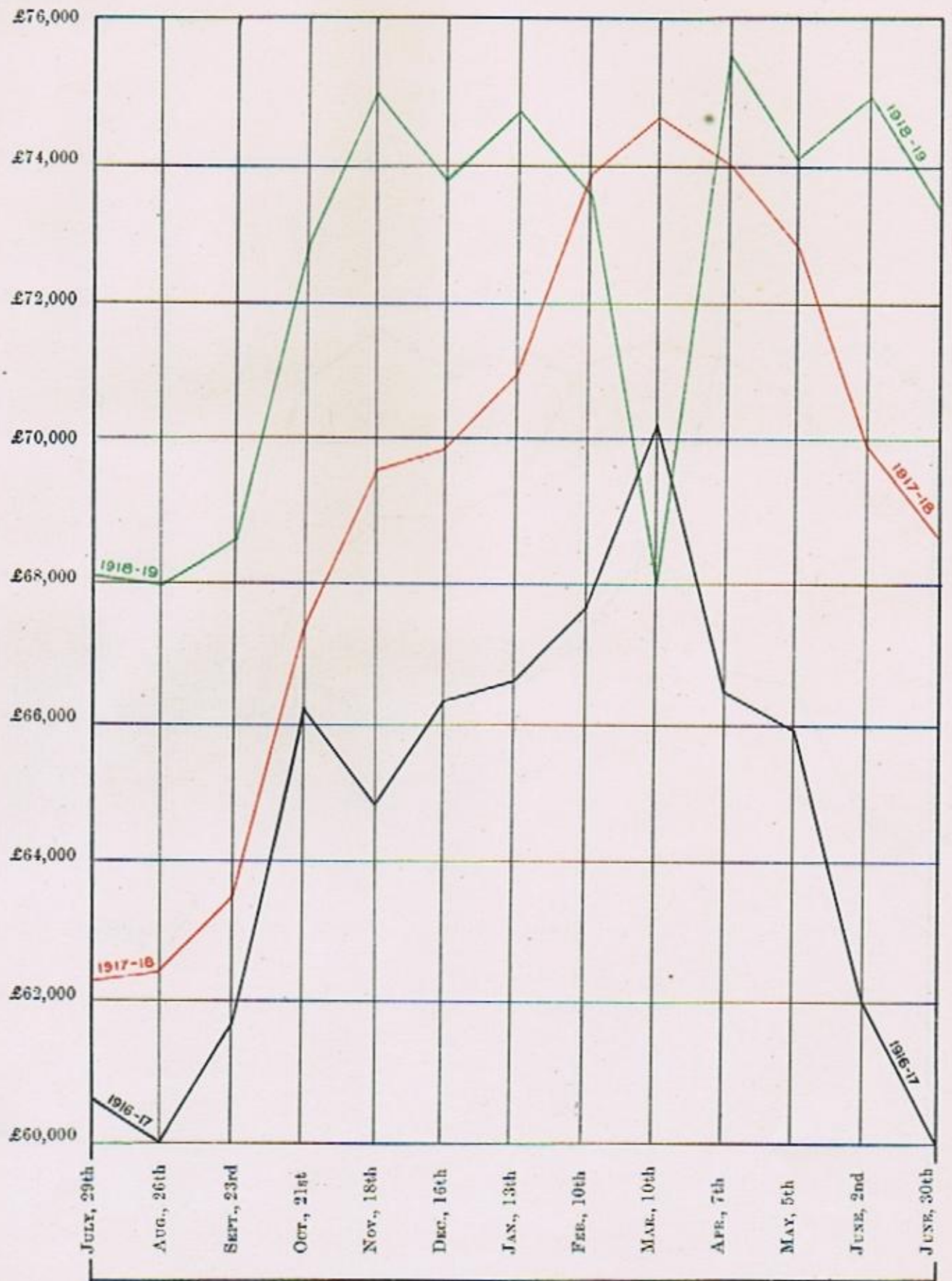


CHART SHOWING FOUR-WEEKLY RETURNS OF PASSENGERS CARRIED

YEAR ENDED 30th JUNE, 1917 (Black)

" " " " 1918 (Red)

" " " " 1919 (Green)

PASSENGERS



CHART SHOWING FOUR-WEEKLY TRAM MILEAGE

YEAR ENDED 30th JUNE, 1917 (Black)

" " " " 1918 (Red)

" " " " 1919 (Green)

MILEAGE

