

The Melbourne Tramways Trust.

ENGINEER'S OFFICES: 70 QUEEN STREET,

MELBOURNE, 16th September, 1884.

TO THE CHAIRMAN,

PUBLIC WORKS COMMITTEE, MELBOURNE TRAMWAYS TRUST.

SIR,—In anticipation of the early floating of the Melbourne Tramways Trust Loan, together with the legalising of the Amended Bill now before Parliament, I have the honour to submit the following Report, with a view to placing before you particulars of the works embraced in your scheme of Tramway Construction.

By Clause 14 in the Fourth Schedule of the principal Act it is provided that the whole of the Lines scheduled in the Act shall be constructed before the 12th day of October, 1889.

At the date of framing this Act the promoters had evidently decided on the construction of Tramways to be operated by horses; the total mileage being forty-three miles, and the estimated cost of the scheme, complete, was under £500,000.

The present proposals provide for the laying down of about fifty miles of Tramway, out of which thirty-four miles will be constructed on the Cable System, and the balance as Horse Tramways. The total expenditure is estimated at £927,000 sterling.

The present scheme thus presents an extended mileage, the introduction of the cable construction, together with about twice the expenditure, while the date of completion remains unaltered, so that the basis on which it was proposed to carry out the original scheme will now require considerable modification.

It is practicable to complete the lines of Tramways now authorised within the time required; but this can be effected only by the adoption of some practical line of procedure, and subsequent vigorous action in having the works carried out.

Up to the present, progress has been made inasmuch that the Melbourne Tramway and Omnibus Company (Limited) have contracted to construct the Richmond Cable Tramway.

The works of this line are proceeding satisfactorily. The whole of the plant required from Great Britain has been contracted for, and contracts will shortly be entered into for the local works. The completion and opening of the line for traffic may be looked for within the next nine (9) months.

The general system of construction to be adopted in the different routes has been agreed upon between your Trust and the Tramway Company; and immediately on the floating of the Loan, and the necessary power being granted by Parliament for the required deviations the work of construction can be commenced.

In considering the *modus operandi* to be adopted in carrying out a scheme of this magnitude, the question of primary importance is to determine on the most economical and expeditious method of construction.

The usual practice adopted by Municipal Corporations in Great Britain in constructing Horse Tramways is to contract for the laying down of the lines complete, excepting the supply of rails and fastenings, which are provided by the Corporations.

In the "Cable" construction is embraced the manufacture and placing of a large amount of mechanical plant, in addition to the usual permanent way and other material and labour incidental to the laying down of Horse Tramways

By a judicious arrangements of the works, contracts can be prepared so that Cable Tramways can be built satisfactorily and expeditiously by an intelligent contractor.

In the scheme as at present projected, the quantity and value of the plant and permanent way to be imported from Great Britain stands thus (approximately):—

Rails and Fastenings	...	...	...	11,000 tons	...	...	£88,000
Slot Beams	...	...	...	5,500 „	...	...	44,000
Yoke Irons	...	...	...	6,000 „	...	...	36,000
Steel Wire Rope	..	...	...	250 „	...	...	12,500
Tie Rods, Bolts, &c.	...	...	...	600 „	...	...	12,000
Engines (for Cable Lines)	...	...	...	...	...	...	22,000
Portland Cement, 130,000 casks	...	...	...	...	...	...	91,000
(Total value of imported material) ...							£305,500

The balance of the expenditure will be absorbed in local work, the principal details of which are the supply and placing of paving setts, concrete, and the construction and fixing of the mechanical portions of the various lines. The sites for the Stationary Engines, together with the buildings for same form a considerable item of expenditure.

RECOMMENDATIONS.

I.—Having thus epitomised the nature and magnitude of the works to be undertaken, I would recommend that, with a view to having the various lines of Tramway constructed with due expedition and economy, the whole of the work should be submitted to public tender, and that contracts for the supply of permanent way and plant, together with those for local construction should be entered into at such times as may be found most desirable to suit the varying conditions of the labour markets likely to be influenced by the construction of such an extensive system of Tramways.

II.—As an initiatory step, I would request authority to proceed with the preparation of drawings, specifications, and contracts for the supply of say, 10,000 tons of rails, slot beams, and yoke irons, which will provide for about one-half the total permanent way required. The iron market in Europe is favourable at the present time for having the work executed. The tenders can be made returnable in the latter part of December, or whatever date you may find it advisable to fix for their consideration.

III.—I would likewise request authority to proceed with the drawings, specifications, survey, and preparation of contracts for the Brunswick Cable Tramway. This is the only main line available for construction until the Branches Bill is legalised and some time will be required in preparing the necessary data, &c., by which the work may be contracted for.

I have the honour to be,

Sir,

Your obedient Servant,

GEO. S. DUNCAN,

Engineer Melbourne Tramways Trust.

SUMMARY OF MILEAGE.

CABLE AND HORSE CONSTRUCTIONS.

				M. F. Ch. Lks.	M. F. Ch. Lks.	M. F. Ch. Lks.
CABLE CONSTRUCTION—						
Drawing No. 1, Section A	...	...	...	2 3 4 85		
" " " B	...	...	...	5 5 2 11		
" " " C	...	...	...	25 2 0 71		
					33 2 7 67	
HORSE CONSTRUCTION—						
Drawing No. 1, Section A	...	...	...	2 3 8 39		
" " " B	...	...	...	0 1 1 23		
" " " C	...	...	...	13 2 5 67		
					15 7 5 29	
Total mileage of lines as at present projected				...	...	49 2 2 96
Total mileage as submitted by the chairman of the Melbourne Tramway and Omnibus Company, Limited, on 18th April, 1884—						
Cable	...	...	...	27 1 5 65		
Horse	...	...	...	19 7 6 24		
						47 1 1 89
Additional mileage as at present projected				...	...	2 1 1 07

STATEMENT EXPLANATORY OF ESTIMATES.

Estimated cost as scheduled in foregoing statement	...	...	...	...	£927,606 10 0
Estimated cost as submitted by the Chairman of the Melbourne Tramway and Omnibus Company Limited to the Trust on Friday, 18th April, 1884	...	...	...	...	808,330 0 0
Additional proposed expenditure				...	£119,276 10 0
DETAILED STATEMENT OF PROPOSED ADDITIONAL EXPENDITURE—					
Converting Hobson's Bay and Carlton Line from Horse Construction to Cable Construction	...	...	...	£42,837 0 0	
Converting North Carlton Branch Line from Horse Construction to Cable Construction	...	...	...	12,000 0 0	
No. 7 Branch, not previously included (Fitzroy, Carlton, and Brunswick East)	...	...	...	5,800 0 0	
<i>Additional Branches—</i>					
Queen-street	...	...	...	2,230 0 0	
Deviation of Hobson's Bay and Carlton Line along Lygon and Russell Streets	...	...	...	12,785 0 0	
Carlton Line Extension, North	...	...	...	12,595 0 0	
Collingwood and Clifton Hill extension along Johnston-street	...	...	...	11,250 0 0	
				99,497 0 0	
Extra for Engines, Boilers, Gear, Land, &c., for extended branch lines	...	...	...	11,000 0 0	
				110,497 0 0	
Additional amount added in revising original estimates	...	...	...	8,779 10 0	
					£119,276 10 0

STATEMENT showing the different types of construction, together with estimated cost of the Tramway Lines, Branch Lines, and extended Branch Lines, as Scheduled in the Tramway and Omnibus Company's Bills, 1883 and 1884.

No.	Route.	Draw- ing.	Section.	Mileage.				Cost.			Nature of Con- struction.	Remarks.
				M.	F.	Ch.	Lks.	£	s.	d.		
1	Spencer Street Railway and Fitzroy Line ...	1	A and B	1	0	0	00	23,637	10	0	Cable and Horse.	From Spencer Street Ter- minus to Swanston Street.
1	Spencer Street Railway and Fitzroy Line ...	1	C	2	3	9	30	53,900	0	0	Cable.	Remainder of Line, omit- ting portion in Albert Street.
1A	...	...	...	...	...	...	...	...	...	...	...	Dispensed with.
1B	Collingwood and Clifton Hill Line ...	1	C	2	3	9	21	56,050	0	0	Cable.	Total length.
1C	Simpson's Road Branch...	1	C	2	1	0	11	46,000	0	0	Cable.	Total length. The portion in Burnley Street dis- pensed with.
1D	Brunswick Branch ...	1	B	4	1	3	11	95,000	0	0	Cable.	Total length.
1E	Hotham Branch ...	2	C	2	2	4	26	10,600	0	0	Horse.	Total length.
1F	West Melbourne Branch ...	2	C	1	1	2	83	5,400	0	0	Horse.	Total length.
1G	Lonsdale Street Branch...	1	B	0	1	2	00	3,800	0	0	Cable and Horse.	From Elizabeth to Swan- ston Streets.
1G	Lonsdale Street Branch...	2	C	0	2	2	00	1,200	0	0	Horse.	From Elizabeth to Wil- liam Streets.
1H	Nicholson Street Branch	1	C	1	3	0	35	30,000	0	0	Cable.	Total length.
2	Hobson's Bay Railway and Carlton Line ...	1	A and B	0	7	5	00	22,837	0	0	Cable and Horse.	From Flinders Street Ter- minus to Victoria Street.
2	Hobson's Bay Railway and Carlton Line ...	1	C	2	0	2	94	44,000	0	0	Cable.	Remainder of line, omit- ting portion in Queens- berry Street.
2A	Richmond Branch ...	1	A	0	5	6	00	18,100	0	0	Cable and Horse.	Swanston Street Ter- minus to Spring Street.
2A	Richmond Branch ...	1	C	2	0	4	51	44,453	0	0	Cable	Remainder of Line.
2B	Flinders Street Branch...	1	A	0	7	0	85	22,377	0	0	Cable	Total Length.
2C	North Carlton Branch ...	1	C	0	5	5	03	15,100	0	0	Cable	Total Length.
3	South Yarra and Prahran Line ...	1	C	3	1	2	00	68,100	0	0	Cable	From Flinders Street Terminus to Junction with Domain Road.
3	South Yarra and Prahran Line ...	2	C	2	2	8	76	10,860	0	0	Horse	Remainder of Line.
3A	Toorak Branch ...	1	C	1	2	6	92	28,800	0	0	Cable	Total Length.
3B	St. Kilda Branch ...	1	C	2	4	6	30	54,800	0	0	Cable	Total Length.
4	Sandridge Line ...	2	A	2	3	8	39	37,500	0	0	Horse	Total Length.
4A	Branch and Stable ...	2	C	0	1	0	71	700	0	0	Horse	Total Length.
4B	South Melbourne Branch	2	C	2	0	2	36	8,800	0	0	Horse	Total Length.
	<i>Carried forward</i> ...			38	7	2	94	702,064	10	0		