

Meeting 3rd March, 1910. Tenders for No. 13 Contract (Special crossing at Chapel Street). The Chairman reported that three tenders had been received. As time was of importance he had upon recommendation of the Engineer accepted the tender of Johns and Waygood Ltd. for £227. 12. 0 as per contract drawn up and now submitted. Copy had been sent to the Tenderer for execution. Confirmed.

Meeting on the 12th May, 1910. Re Opening Ceremony. Resolved that same take place on Monday 30th inst. at 2.15 p.m. The Chairman to make the announcement and Mrs. Cameron to be asked to set the first car in motion.

Meeting on the 9th June, 1910. Opening Ceremony. The Chairman reported that this had been held on the 30th inst. and that the cars started running for public traffic at 6 p.m. that evening. Noted.

Capital Expenditure. Resolved that all expenditure up till opening of line for public traffic be charged to Construction Account with the exception of such expenditure as books and stationery for Revenue Department, conductor's uniforms, etc. passengers' tickets, etc.

Meeting on the 29th September, 1910. Order for material for extension of line in High Street to Punt Road. The Chairman reported that the rails had been ordered from Noyes Bros.

Meeting on the 13th October, 1910. Duplication of track in Wattletree Road. The Chairman was authorised to look into this matter and bring up a report upon the subject at a special meeting next Thursday at 4 p.m.

Meeting on the 20th October, 1910. Re extensions in Wattletree Road and Punt Road. Letter from F.A. McCarty and Co. dated 18th October, 1910, offering to duplicate Wattletree Road track, and extend High Street line to Punt Road (double track) at schedule . Resolved that same be accepted.

Meeting on the 10th November, 1910. Letter from F. A. McCarty & Co. dated 22nd October, 1910 enclosing schedule of items £1,341. 6. 4d. covering extensions to carshed.



Duplication of Wattletree Road track. The Engineer was authorised to place orders for the purchase on behalf of the Trust of any necessary sleepers and other material for the duplication of Wattletree Road track.

Meeting on 22nd December, 1910. Location of Dandenong Road tracks. Chairman reported that the 4 Surveyors, and Mr. Brearley and Mr. Dix had met and agreed upon a report to the four Councils.

Meeting on 5th January, 1911. Survey of Dandenong Road lines. Resolved that Mr. W. Manwaring be engaged to start the survey as soon as possible at a salary of £6- per week.

Meeting on 19th January, 1911. The Town Clerk Prahran in letter dated 19th January, 1911, re meeting of Dandenong Road conference. Resolved that the Trust requests the Councils concerned to consider as an alternative proposal the suggestion of Cr. Phillips of

Caulfield that there be a central tree reserve and two roads in Dandenong Road instead of two tree reserves and three roads, and that the tramway be constructed in the centre of the reserve with centre pole construction; also that the Prahran Council be requested to ask the Engineers of the four Councils to report as early as possible, as to the estimated cost from a Municipal point of view of giving effect to Cr. Phillips proposal.

Letter from Town Clerk, Prahran, dated 19th January, 1911 re joint Order-in-Council. Resolved that the Trust immediately take up the work of supplying the necessary plans and information to secure the speedy issue of the order-in-Council, and at once enter into negotiations with the Railway Department in regard to the widening of the Railway Bridge in Dandenong Road, or its reconstruction, as the case may be, in a manner suitable to tramway requirements.

Re widening Railway bridge at Dandenong Road. Chairman to obtain Mr. Brearley's report upon the widening of the Railway bridge in Dandenong Road.



Meeting on 25th January, 1911. Widening of Bridge over Railway at Dandenong Road. Chairman reported his interview with the Railway Commissioners, and stated that the Councils of Prahran and St. Kilda had been written to upon the subject.

Meeting on 2nd March, 1911. Alterations to mains and sewers in High Street, between Charles Street and Punt Road. Resolved that the Melbourne and Metropolitan Board of Works be requested to make the alterations in terms of their original agreement with the Trust dated 30th April, 1909.

Extension of High St. Line to St. Kilda Road. Resolved that a letter be sent to the St. Kilda Council and the City of Melbourne Council enquiring if they would be willing to obtain a joint Order-in-Council under the Tramways Act 1890, authorising the construction of a double line of tramway along High Street from Punt Road westward to St. Kilda Road, and to transfer same to the Trust, and informing them that the Trust would be willing to accept the transfer of such joint order, and to construct and work the tramway provided that reasonable terms and conditions could be arranged, and that the said Councils be requested to arrange to confer with the Trust on the matter.

Letter from the Town Clerk, Prahran, 17th February, 1911, enclosing a copy of a report of the Engineers re Dandenong Road scheme, also from Town Clerk, Malvern, 22nd February, 1911, asking the opinion of the Trust on the proposals referred to. It was unanimously resolved that the location of the track in Dandenong Road be in the centre of the road, with 12' centres in Dandenong Road, and the usual type of construction in Glenferrie Road. Centre pole construction throughout.

Re No. 2 scheme. It was unanimously resolved that in the opinion of the Trust, scheme No. 2 is the more desirable, provided that the whole of the plantation, including the tramway tracks be proclaimed a tree reserve upon which vehicular traffic be prohibited, because such arrangements will -







Meeting on 3rd August, 1911. A letter from Melbourne and Metropolitan Board of Works, 29th July, 1911, pointing out that the 20" water main in Glenferrie Road, between Wattletree Road and Dandenong Road will be partly under the outer tram line if the track be constructed as proposed by the Trust, and suggesting that the tramway should, if possible, be kept 3' west of the centre line of the road, or as an alternative that the Trust indemnify the Board against any loss on the lines of the previous agreement with the Trust. Resolved that the location of the track cannot be altered and that the agreement as suggested be entered into.

Meeting on 10th August, 1911. Messrs. Younger and Howitt had, owing to the strike, thrown up their contract for the permanent way. It was resolved that the Trust confer with Messrs. F.A. McGarty & Co. with a view to ascertaining the terms on which they would complete the contract.

Meeting on 11th August, 1911. It was resolved that subject to a settlement of existing labour troubles, the Trust is prepared to accept F. A. McGarty's offer to carry out the work on a commission basis of 11% (inclusive of supply of all supervision and management and office, clerical assistance) on actual cost of work. Details of proposed agreement to be submitted to the Trust at its next ordinary meeting.

Meeting on 17th August, 1911. Letter from Town Clerk, Prahran, 7th August, 1911, re reserves, etc. in Dandenong Road. Resolved that the Trust express its willingness to execute an agreement with all the parties referred to undertaking to contribute £5000- towards the cost, such amount to be payable pro rata as the work progresses. Meeting on 31st August, 1911. Agreement with Melbourne and Metropolitan Board of Works re the Board's mains and sewers. The Secretary reported that the agreement submitted by the Board differed in certain respects from the agreement with the Trust in connection with the High Street line, and that he was having same amended. Noted and left in the hands of the Chairman for settlement.