

20th October, 1972.

CIVIL ENGINEER

EXECUTIVE ENGINEER, ELECTRICAL ENGINEER, PLANNING
ENGINEER.

COPY TO

DESIGNING ENGINEER CIVIL, TRACK MAINTENANCE ENGINEER,
CHIEF SURVEYOR.

WORKS PROGRAMME

The following summary of the programming for capital renewal and major maintenance works has been revised to give the approximate order of priority as seen at the present time.

- 1) BALACLAVA ROAD - ORRONG ROAD TO HAWTHORN ROAD
Reconstruction.

This work is in progress and is expected to be completed early in November, 1972.

The final asphalt of the margins will be extended to match with the existing Council road level. The cost of this work will be shared jointly by the Board and Caulfield Council.

- 2) WELLINGTON PARADE - SPRING STREET TO POWLETT STREET
Maintenance.

Board's approval to carry out temporary re-railing of portions of the above track has been obtained.

Work is expected to commence approximately the second week in November, 1972, and will be completed by about the middle of December, 1972. Temporary track will not be used, but the Electrical Branch has been requested to erect overhead lights to allow night work, and to provide protection.

The work will consist of replacing the existing 80lb rails either by new 102lb rails, or where necessary, by reconditioned 80lb rails. The rails will be haunched with concrete and an asphalt surface will be placed (similar to the work recently carried out in Toorak Road between Williams Road and Glenferrie Road).

- 3) COLLINS STREET
Maintenance.

Further sections of Collins Street will be re-railed with 102lb rails and the wood block surface replaced with concrete between the rails with an asphalt margin. This work will be carried out in small sections as time is available. No overhead lights are required. The work will be done during night shift and at week-ends.

- 4) McARTHUR STREET
Maintenance.

The remainder of McArthur Street will be re-railed and concreted to the surface similar to Collins Street. It is anticipated that this work will be completed this financial year. No overhead lights will be required.

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FINISHED

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FINISHED

SOME
DONE
(QUEEN
TO
MARKET)

5) CLARENDON STREET - PARK STREET TO ALBERT ROAD

Reconstruction.

Estimated starting date February, 1973.

Because of the possible widening of Eastern Road and Heather Street by the Melbourne and Metropolitan Board of Works, and also the large change in levels required by the Council in Park Street, reconstruction of this track has been deferred and this section of Clarendon Street has been substituted.

The present construction is paved ballast. New construction will be with 102lb rails in concrete to the surface and asphalt margins. The concrete slab will be 10½" thick on 1" crushed rock levelling course on the existing ballast base.

Temporary track wires and overhead lights will be required.

This change has been included in the revised programme submitted to the C. R. B., but Board's approval has not yet been obtained.

6) HIGH STREET; PRAHRAN AND MALVERN

Reconstruction.

Work will be carried out intermittently as time permits and as the condition of the existing track dictates, within the length of track between Chapel Street and the terminus.

In the first instance, re-railing and replacement of the wood block surface with concrete will be carried out in the section between Williams Road and Chapel Street. It is expected that approximately three weekends will be worked this financial year, but Board's approval will be sought for the reconstruction of the whole length between Chapel Street and Glenferrie Road. Part of this section (\$30,000 worth of work) has been included in the programme submitted to the C. R. B. for track reconstruction to be carried out during this financial year. It is anticipated that the total job will not be completed for approximately 2 to 3 years. Temporary track will not be used in the wood block section, but overhead lights will be required. These will be ordered for the individual lengths concerned as required. Although initially, work will be only carried out during weekends, in later stages it is anticipated that some work at least will be done during week nights and the track will be left open during the day time.

Survey and levels have been completed for the section Williams Road to Chapel Street.

7) LEEDS STREET, FOOTSCRAY

Maintenance.

Because of its length, this work will be charged to maintenance. It will consist of re-railing and concreting to the surface. The existing construction is paved ballast. Before the work is carried out consideration is to be given to the possibility of re-design of the Terminus. Overhead lights will be required but no temporary track.

Because of the congested location much of the work will probably have to be done week-ends. Survey is in hand.

8) MELVILLE ROAD - REYNARDS STREET TO THE TERMINUS

Resurfacing - Maintenance.

Estimated starting date December, 1972.

Overhead lights will be required for protection.

TO START
12/2/72
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DONE

DONE

9) GLENHUNTLY ROAD - RAILWAY LINE TO TRUGANINI ROAD

Resurfacing - Maintenance.

Estimated starting date February, 1973.

Overhead lights will be required for protection. The work may be carried out in two parts.

10) GLENHUNTLY RAILWAY - TRAMWAY CROSSING

Reconstruction.

Estimated starting date February, 1973.

Renewal of east half of crossing with new fabricated square, new timbers on 1½" metal, sub-soil drainage improved with plastic pipe. Concrete surface slabs.

11) DANDENONG ROAD - WAVERLEY ROAD

Reconstruction - for C. R. B.

Estimated starting date is still anticipated as March - April 1973, but no confirmation of this has been received.

Track alterations required for the Country Roads Board.

The Country Roads Board will supply detailed plans of proposals including guide levels etc. The Board has suggested to the Country Roads Board that they arrange for clearing the site and preparation of the sub-base prior to the Board moving in.

Work will be carried out day shift except when the new track is connected to the existing track at the ends. Overhead lights will be required at both ends for the cut-ins.

12) CHAPEL STREET. FIRST STAGE, TOORAK ROAD TO QUEENS WAY

Maintenance.

Estimated starting date March, 1973.

The work to be done, will be done very similar to that carried out in Toorak Road between Williams Road and Glenferrie Road except that the existing surface is wood blocks. Reconditioned 80lb rails will be used. A concrete surface with asphalt margins is preferred because then "Kirby" joints can be used instead of welded joints.

Overhead lights will be required but no temporary track.

The starting date for this job will depend largely on the attitude of the Council and whether they are prepared to accept, without objection, the retention of trams in Chapel Street.

13) BATMAN AVENUE PART JUNCTION WITH SWANSTON STREET

Maintenance.

Estimated starting date May, 1973.

Actual installation and concreting of this junction will be carried out mainly during weekends.

The proposed design is for the diamond to be resiliently mounted with removable concrete slabs for the surface - similar to the "H" crossing at Williams and Collins Street.

The curve levels should be designed to improve the south bound traffic line in Swanston Street across the curve. In conjunction with this work the curve and double cross-over at the terminus of Batman Avenue, will be renewed.

Overhead lights will be required.

14) FITZROY STREET

Reconstruction.

Portion of this work has been included in the 1972-73 Budget. Estimated starting date, June, 1973. It is hoped to reconstruct this track in a separate right-of-way between the Esplanade and St. Kilda Junction. Preliminary negotiations are being carried out with the St. Kilda Council and the Road Traffic Authority to obtain their agreement to the proposed separated track.

The existing track has a concrete base slab which will be retained. The rails will be new 102lb with concrete to the surface. Overhead lights are required but no temporary track.

15) HIGH STREET ST. KILDA

Reconstruction for another Authority (M. M. B. W.)

This work was included in the 1972-73 Budget. However, because of the revised programme of the Board of Works it is now likely that preliminary work only, can be carried in this financial year.

Board's approval for the work at a revised estimated cost of \$525,000 with an expenditure of only \$50,000 this financial year has been sought.

When approval is obtained, it is proposed to commence manufacture of the junction for Carlisle Street and High Street. Other preliminary works related to the overhead and feeders can also be carried out this financial year. The estimated starting date for the main work will probably be July, 1973.

Design levels for the track in a separate right-of-way are well in hand. The alignment of the new track has been agreed on, and the basis for design of the junction at Carlisle Street has been agreed on with the Board of Works and their consultants.

The new track will be of 102lb rails with concrete to the surface, including the margins. Reconstruction will be co-ordinated with the Board of Works contractors and will be carried out in conjunction with the construction of the west roadway. Erection of overhead poles and wires will need to be co-ordinated with the road work and the track work.

Overhead lights will be required at the new junction at Carlisle Street at the cut in at Fitzroy Street and at some cross streets.

16) CHAPEL STREET. SECOND STAGE, QUEENS WAY TO CARLISLE STREET

Maintenance.

This work will be carried out in a similar manner to the first stage of Carlisle Street and if the Prahran Council raises objection, it will be carried out instead of the first stage.

17) HAWTHORN ROAD - CLENNISHLY ROAD TO BALACLAVA ROAD

Reconstruction.

Estimated starting date - August, 1973.

Existing track - paved ballast. New construction 10 1/2" concrete slab on existing base metal bedded with crushed rock. Overhead lights and temporary track needed.

Before work can commence one 16" and one 6" water main need to be relocated. Preliminary negotiations with M. M. B. W. re the work is in hand.

18) RIVERSDALE ROAD - POWER STREET JUNCTION

Reconstruction - Part costs by another Authority (Hawthorn City Council & C. R. B.)

Estimated starting date - September, 1973.

Design levels in course of preparation, land acquisition has been carried out, grading in hand.

Track is on new alignment so erection of overhead will need to be co-ordinated with track work. Overhead lights required over junction area and cut ins.

19) BRIDGE ROAD - CHURCH STREET TO THE RIVER

Reconstruction.

Estimated starting date - January, 1974.

Negotiations with the Country Roads Board and the Richmond Council suggest that the whole road will be reconstructed in conjunction with the tram tracks so that the Board may be asked to carry out the road reconstruction as well as the track reconstruction.

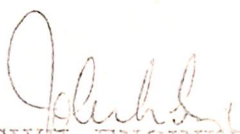
However, before the road can be reconstructed, various services need altering, in particular water mains, and it is not anticipated that this work can be completed under 12 months. In the meantime, foundation investigations and road design will be carried out and it is hoped that the reconstruction can be carried out during the financial year 1973/74. Track reconstruction will retain existing base slab. Overhead lights required, but not temporary track.

20) GILBERT ROAD

Reconstruction.

Estimated starting date - May, 1974.

Further negotiations need to be carried out with the Council with regard to the planned reconstruction.


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