

1911-12



City of Prahran—Looking South-East.



### **Prahran and Malvern Tramways Trust**

Councillor Edward Naylor has represented the Council on the Prahran and Malvern Tramways' Trust during the year.

### **Prahran Mechanics Institute.**

The following Councillors were on the Committee of Management of the Prahran Mechanics' Institute during the year:—

His Worship the Mayor, Councillor H. A. Austin Embling, J.P., Chairman.  
Councillor H. C. Heyward, Windsor Ward.  
Councillor S. A. Chambers, J.P., Prahran Ward.  
Councillor R. Nicolson, South Yarra Ward.  
Councillor J. J. Flintoft, J.P., Toorak Ward.

### **Melbourne Tramways Trust.**

Councillor T. G. L. Scott has represented the Council on the Melbourne Tramways Trust during the year.

### **Melbourne and Metropolitan Board of Works.**

Councillors Rupert Nicolson, E. Naylor and J. J. W. Flintoft, J.P., represented the Council on the Melbourne and Metropolitan Board of Works during the year.

### **Deaths of Prominent Persons.**

Official reference was made at the meetings of the Council by His Worship the Mayor and other Councillors to the following gentlemen who died during the year.

#### **COUNCILLOR THE HONOURABLE THOMAS LUXTON, M.L.C.**

Councillor Luxton occupied a seat in the Council as a representative of the Windsor Ward continuously for 18 years since 1893, and was Mayor of the City during four years.

#### **THE HONOURABLE HENRY SKINNER, M.L.C.**

Mr. Skinner occupied the vacant seat in the Legislative Council, caused by the death of the Hon. Thomas Luxton, but only for a few months before his death.

**THE HONOURABLE SIR WILLIAM A. ZEAL** occupied a seat in the Council during 1879-80-81-82.

**THE HONOURABLE W. H. EMBLING, M.L.C., L.R.C.P.**, who died on the 24th May, 1912, represented the Southern Province in the Legislative Council of Victoria for many years.

### **Prahran and Malvern Tramways.**

Further success is recorded in the operation of the Prahran and Malvern Tramways system, as will be seen in the comparison of figures for this and the previous year, set out hereunder. The fact that the revenue has been increased by over £11,000 during the year indicates the popularity of the service, and the great boon it has proved to the residents along the route.

The profit coming to the Prahran Council for this year amounts to £2047 13s. 11d., as against £1909 19s. 8d. last year.

DANDENONG ROAD LINE (from intersection of Wattle Tree Road and Glenferrie Road, Malvern, to intersection of Dandenong Road and Chapel Street, Prahran, via Glenferrie Road and Dandenong Road.) Length of route, 2.31 miles, double track. Opened 16th December, 1911.

EXTENSION OF HIGH STREET LINE TO ST. KILDA ROAD. Length of route, .177 miles, double track. Opened 14th September, 1912.

The total mileage of lines now in operation is 6.575 miles double and .654 of a mile single track, making a total of 13.804 track miles.

## POWER SUPPLY.

In accordance with agreement with the Melbourne Electric Supply Co. Ltd., the cost of current varies with the price of fuel and the number of units used.

During the year ended 30th September, 1912, it averaged 1.196 pence per unit, as against 1.246 per unit for the previous year.

## FINANCE.

At date of this report a sum of £195,500 had been borrowed on debentures from the Melbourne Tramway and Omnibus Co. Ltd., maturing on 31st March, 1914. The first £100,000 was obtained as par, but a premium of 10/- per cent. was received for all subsequent amounts. By arrangement, the Company will continue to purchase debentures at the same premium as the money is required up to a limit of £250,000.

## ROLLING STOCK.

In January, 1912, four bogie cars, having a seating capacity of 56 passengers, and in June, 1912, two semi-open cars, seating 50 passengers, were put into traffic, making a total of 26 cars. Tenders have been called for the supply of 11 new type of bogie cars, and it is expected these will be ready for traffic early in 1913. The construction of further cars will be undertaken in the near future.

## CAR DEPOT, OFFICES AND BATTERY PLANT.

The new office accommodation building has been completed, and is fully utilised. A brick car repair and paint shop on the block of land on the northern side of Coldblo Road is approaching completion.

Three villas and vacant land, extending westward from the existing Car Depot to the corner of Lambeth Avenue, Malvern, having a total frontage of 342 feet to Coldblo Road by a depth of 110 feet, have been purchased. Two of the villas were sold for removal, and plans are being prepared for an extension of the Car Depot to occupy the whole of the land available. If necessary, the building can be still further extended to Lambeth Avenue.

Arrangements have been made to provide additional power by the installation of two 300 K.W. motor generators in substitution for the existing 100 K.W. sets. This will raise the capacity of the plant from 500 K.W. to 900 K.W.

A Tudor Buffer Battery has also been ordered.

## AMENDING ACT.

In order to provide for the necessary extension of the Trust's tramways, a Bill extending its borrowing powers to £500,000, has received the approval of the Cabinet and will be placed before Parliament at an early date.

## EXTENSION OF THE TRUST'S LINES.

During the year an agreement was entered into between the Councils of the Cities of Melbourne and St. Kilda and the Trust, by which the Trust was authorised to extend its High Street line to St. Kilda Road. The agreement provided that the cost of construction should be paid by the Trust and that the Melbourne and St. Kilda Councils should receive an annual payment on a car mile basis representing the profit earned on the extension, based upon the average net profit per car mile earned upon the Trust's lines.

## COMPARATIVE RETURN OF PASSENGERS CARRIED.

It is interesting to note the very large increase in the number of passengers carried since the inception of the tramway service.



During 1910-1911 there were 3,805,843 passengers carried, or 88½ journeys per head of population served; in 1911-1912 this number was increased to 5,825,378 passengers, averaging 119½ journeys per head of population. This increase is in a measure due to the operation of the Dan-denong Road service, which was running for nine months of the last year, and also the increasing traffic between the Town Hall, Malvern, and Chapel Street, Prahran.

#### ATTENDANCES OF MEMBERS OF THE TRUST.

During the year 33 meetings of the Trust have been held, and the attendances of Members were as follow:—

CHAIRMAN ... ..	31	
CR. E. NAYLOR ... ..	33	
CR. A. J. WELLER ... ..	2	Retired 31st October, 1911.
CR. F. H. G. CORNWALL	1	Retired 31st October, 1911.
CR. S. A. CHAMBERS ...	2	Retired 31st October, 1911.
CR. H. F. BARNET ... ..	29	Appointed 1st November, 1911.
CR. W. R. THOMSON ...	29	Appointed 1st November, 1911.
CR. T. E. KING ... ..	26	Appointed 1st November, 1911.

#### STATISTICS.

The following is a summary of the Statistical information of the operations of the Tramways for the years 1910-1911 and 1911-1912:—

	1910-11.	1911-12.
Total Borrowing Powers ... ..	£300,000	£300,000
Total Borrowing Powers Exercised ... ..	£121,500	£195,500
Unexhausted Borrowing Powers ... ..	£178,500	£104,500
Gross Capital Expenditure ... ..	£136,920	£182,560
Mileage of Track—		
1910-1911.—Single, 0.654 miles; Double, 4.088 miles.	Total Length of Route, 4.742 miles.	
1911-1912.—Single, 0.654 miles; Double, 6.575 miles.	Total length of Route, 7.229 miles.	
Population Served ... ..	43,000	48,718
Traffic Revenue ... ..	£25,945	£37,370
Total Revenue ... ..	£26,314	£38,876
Working Expenses ... ..	£16,518	£24,719
Interest on Capital Charged to Revenue Account	£3,918	£5,492
Transfer to Renewals Reserve Fund ... ..	£3,232	£4,500
Total Credit to Renewals Reserve Fund at 30th September, 1912 ...		£7,903
Credit to Maintenance Reserve Fund at 30th September, 1912 ... ..	£112	£373
Net Balance ... ..	£3,377	£4,164
Car Miles—Melbourne ... ..	—	589
“ Prahran ... ..	247,825	346,827
“ Malvern ... ..	220,899	291,657
“ St. Kilda ... ..	—	32,752
“ Caulfield ... ..	—	33,726
“ Total ... ..	468,724	705,551
Car Hours, Total ... ..	50,210	72,063

Statistics.—*continued.*

	1910-11.	1911-12.
Passengers Carried ... ..	3,805,843	5,825,378
Total Number of Units used for Traction ... ..	698,848	1,039,049
Number of Units used per Car Mile ... ..	1.491	1.472
Average Number of Cars in use Daily ... ..	14	18
Percentage of Working Expenses to Receipts ...	62.772	63.584
Average Traffic Revenue per Car Mile ... ..	13.284d.	12.711d.
"    "    per Car Hour ... ..	10s. 4d.	10s. 4.5d.
"    "    per Mile of Single Track £2,938	£2,938	£2,778
"    "    per Passenger ... ..	1.636d.	1.539d.
Average Total Revenue per Car Mile ... ..	13.473d.	13.224d.
"    Car Miles per Day per Car ... ..	91.7	106
"    Speed per Hour ... ..	10 Miles.	10 Miles.
"    Car Hours per Day ... ..	137	197
"    Working Expenses per Car Mile, ex- cluding Power Cost ... ..	6.509d.	6.636d.
"    Working Expenses per Car Mile, in- cluding Power Cost ... ..	8.509d.	8.409d.
Scales of Fares ... ..	1d., 2d. & 3d.	1d., 2d. & 3d.
Average Length of 1d. Section ... ..	1.08 Miles.	1.102 Miles.
"    Number of Passengers per Car Mile ...	8.119	8.256
"    Journeys per Head of Population per annum ... ..	88.5	119.5
Number of Cars in Stock ... ..	20	26

TRAMWAY STOPPING PLACES, HIGH STREET.

The Prahran and Malvern Tramways Trust has been urged by the Council, supported by tradespeople and others in the vicinity, to stop the trams on both sides of Chapel Street, instead of only one side as at present, in consequence of the inconvenience to passengers in having to cross both streets in the presence of fast-moving traffic, but the Trust refused to make any alteration in the system, on the ground that it was only a matter of getting passengers accustomed to the habit, and the loss of electricity which resulted in the too frequent stopping of the trams. The Council is still of opinion that a considerable and unnecessary risk is involved in requiring passengers to board the trams at only one stopping place, at such a busy intersection.

HODDLE STREET TRAMWAY. ST. KILDA TO CLIFTON HILL.

A Conference of representatives of the Prahran, St. Kilda, Melbourne, Richmond and Collingwood Municipalities, convened at the instigation of this Council, has held a number of meetings for the purpose of considering a proposal to construct a line of electric tramways along Hoddle Street, from the St. Kilda Esplanade, via Robe Street, Barkly Street, Hoddle Street, to Clifton Hill, also along Church Street from Toorak Road to Gipps Street, connecting with Hoddle Street at Collingwood, with a branch line along Swan Street between Church Street and Hoddle Street.

The following preliminary report was submitted by Mr. H. S. Dix, the Engineer and Manager of the Prahran and Malvern Tramways Trust, and the Conference resolved that a full report, giving details of the whole scheme, should be obtained before any recommendation is made to the Councils interested.

The Prahran and Malvern Tramways Trust has, therefore, been requested to prepare a full report, giving detailed estimates of the cost of the scheme.

## Hoddle Street Tramway, St. Kilda to Clifton Hill.—*continued.*

Gentlemen,—

In accordance with your instructions, I have pleasure in submitting a preliminary report on the proposed scheme of the Cities of Prahran, Melbourne, St. Kilda, Richmond and Collingwood for the construction of an electric tramway from the Esplanade, St. Kilda, *via* Punt Road and Hoddle Street to Clifton Hill, with a further line *via* Chapel and Church Streets, from Toorak Road to Victoria Street, connecting with the Hoddle Street line by way of Swan Street, Richmond.

This scheme, as a whole, involves the construction of approximately 8.16 route miles of tramway, and from the density of population and character of the districts served, it may be safely assumed that double track will be required throughout.

For the whole of this route, with the exception of a portion of Swan Street, Richmond (about 500 yards in length), the standard form of track construction as adopted upon the Trust's present lines, would be, I think, suitable. For the portion of Swan Street, which is at present wood blocked, the only variation in method I should recommend, would be the provision of a bed of concrete of suitable dimensions around the rails and sleepers, to be finished off at the correct height, and with the requisite camber for the reception of the blocks.

The capital cost of these proposed lines would therefore work out something as follows:—

Punt Road and Hoddle Street line, from St. Kilda terminus at the Esplanade, to the intersection of the Heidelberg Road at Clifton Hill—5.67 miles.

Cost of Permanent Way and Overhead Construction of similar character to Trust's present lines—£60,100.

To this must be added the cost of resuming property in St. Kilda to connect Barkly Street with Robe Street.

The cost of any special re-arrangement or alteration that might be necessary to the cable tracks and gear at the Junction, St. Kilda, and the cost of a new bridge over the Yarra at Punt Road:—

Church Street and Chapel Street line, from Victoria Street to Toorak Road—2 miles.

Cost of Permanent Way and Overhead Construction—£21,200.

As the replacement of the bridge at the present existing over the Yarra is a necessity for the ordinary traffic of the district, only such proportion of the cost of any new bridge as may be directly referable to tramway requirements, *e.g.*, extra width, should be debited to tramway construction.

Swan Street, from Church Street to Hoddle Street— $\frac{1}{2}$  mile.

Cost of Permanent Way and Overhead Construction, including an allowance for concrete and wood blocking for approximately 500 yards—£7800.

The total cost would be, therefore, less extraordinary expenditure in the items above enumerated—

Punt Road to Hoddle Street ... ..	£60,100
Church and Chapel Streets ... ..	21,200
Swan Street ... ..	7,800
	<hr/>
	£89,100

It was pointed out that the present system was introduced over 25 years ago, when the densely-populated residential area was confined to a much smaller radius from the City, but the growth and development of the Municipalities surrounding the City, coupled with the greater and more economical possibilities of electric traction, make it necessary that the body to control and manage the tram system of the future should *now* include the Suburban Municipalities outside the area of the existing Tramways Trust.

It is therefore proposed to constitute a Trust, representative of the Municipalities named in the report, such Trust to have vested in it the whole of the Existing Tramway system, all extensions and additions throughout all the Municipalities mentioned, and (with the consent of the Councils interested, and on such terms as may be mutually arranged) all other street tram systems within those districts.

In dealing with the constitution of the Trust, it was considered that as small a body as possible compatible with the importance of the work of the Trust, would prove more efficient and less cumbersome than a large body representative of all the Municipalities individually.

This necessitated a grouping of the Municipalities, and in the formation of such groups care was exercised to include in each group, as far as possible, Municipalities belonging to both inner and outer Areas, thus combining, in each representative, responsibility for the interests of both Areas. It will be observed that there are in all, eight groups, in addition to the City of Melbourne.

In dealing with the question of representation, the principle of the voting strength of the respective Councils being fixed generally on the basis of population, was considered to be one which would be acceptable to the citizens and prove equitable in the future as between what are now called the Inner and Outer Municipalities. At the same time it was recognised that the present large vested interests of the Inner Area Municipalities in the existing Tramway system entitled them to claim, that, at the inception of the Trust, the representatives should be chosen from their Councils in those groups which combined both Inner and Outer districts.

The scheme therefore provides that during the currency of the existing lease to the Tramway Co., and until the next annual election thereafter of members of the Trust, the representatives of each group shall be a member of the Council in the group which is at the present time represented on the existing Tramways Trust.

To meet the possible contingency of an earlier termination of the Tramway Company's Lease, it is provided that this proviso is to remain in force for three years. A special concession of Five years is made in the case of the Fitzroy Council. Thereafter, nomination will be open to every Council in any group.

Members of the Trust are to hold office for three years, and there are to be elections in three of the groups each year, thereby keeping the new body in touch with the Councils.

The Chairman to be a member of the Trust, elected annually to that position by his fellow-members.

The Trust is to be formed at the earliest possible date, that is to say, as soon as the Councils to whom the scheme is now being presented have approved thereof, and the necessary Act of Parliament has been obtained. It is important, therefore, that the matter should be dealt with by the Councils as early as possible.

Immediately upon the formation of the Trust, its work will begin, and it will be its duty to deal with the construction of new lines in both inner and outer suburbs, as well as the management of any existing lines as they may come under the control of the Trust.



The Trust must decide as to the particular lines to be laid down, also as to the reconstruction or conversion of existing lines into electric traction, and generally take the responsibility of carrying out all necessary works.

In order, however, that the work of developing any part of a Municipal district may not be unduly postponed in cases where the Trust decline to lay down lines which a Council considers necessary in and for the benefit of its own district, provision is made for the Council interested to carry out the work subject to a mutual agreement being previously entered into between the Council and the Trust, or the terms and conditions being previously settled by the arbitration tribunal referred to later.

The financial clauses of the Scheme call for careful attention. It is provided that the whole of the required capital is to be raised by the Trust, and that, as regards the cost of the permanent way construction or alteration, the same is to be charged up against the Municipality within whose territory the line is situate, the Council of such Municipality to repay to the Trust the interest and instalments of sinking fund annually, and the amount thereof to be a charge upon the Municipal Fund.

As regards works common to the system as a whole, such as power houses, car barns, etc., the cost thereof is to be a general charge upon the system as a whole, the interest and instalments of Sinking Fund and all usual capital charges to be part of the general expenses of the Trust.

As regards the receipts and expenses on the working of the System, the pooling principle is proposed: that is to say, there is to be one common fund, and each Municipality is to share therein according to the car mileage run within its borders, and any losses on working are to be borne in the same proportion. Under this System it is quite possible that a Municipality may draw a dividend from the profits of the System as a whole, although the line or lines in its own territory may for the time be working at a loss.

The management of the work of the Trust is to be entrusted to a well-paid General Manager, with expert assistants in all departments, the general control and supervision always remaining with the Trust itself.

The question of fares was looked upon by the Joint Conference as a most important one in the interests of the individual citizen, and they felt that its importance warranted them in laying down at the outset that there shall be sectional fares on all lines, with through fares between the City and the terminus of each line, and that the tickets to be issued should be universal or available on any of the lines of the whole system.

It was felt that in the maturing of such an immense Scheme as that proposed, matters must arise which cannot be anticipated and provided for, but in regard to which there may be a difference of opinion between individual Councils and the Trust; and it was thought that these matters can be best and adequately provided for by means of a friendly arbitration tribunal, the constitution of which will be agreed upon as part of the Scheme.

This proposal was fully considered by the Council, and approved on the 5th December, 1910.

The Draft Bill was afterwards submitted for consideration by the Constituent Councils, and the Council decided to recommend the Conference to approve of the Bill subject to the following alterations and amendments, viz. :—

## Metropolitan Tramways—*continued*.

### INCORPORATION AND CONSTITUTION OF TRUST.

That as there does not appear to be any justification for giving the City of Melbourne three representatives, provision be made for the City to be represented on the Trust by not more than two of its members.

### CHAIRMAN.

That the Chairman to be appointed shall not be a member either of the Trust or of any Council, and that he be paid a salary sufficient to ensure absolute efficiency, and to enable him to devote his whole time to his duties.

### REFUSE DESTROYER.

That the Clause authorising the Trust to collect refuse and establish rubbish destroyers be excised from the Bill.

### NEW LINES.

That the Council express its strong disapproval of the Clause which provides that each of the Municipalities shall be liable to pay the Trust annually interest and sinking fund on the cost of alteration and construction of all new lines constructed in such Municipalities by the Trust; and that the Conference be recommended to insert a clause providing that the whole of the revenue shall be made available for paying interest and sinking fund, working expenses, and provision of renewal reserve funds on all lines, whether they are already established or extensions constructed by the Trust for a Municipality, and that the Metropolitan Tramway System be treated as a whole, as any part of it in any individual Municipality will, in the opinion of this Council, benefit not only that particular area, but the whole of the areas served by the system, provided that interest, sinking fund, etc., shall not be paid out of the general revenue on lines, the construction of which the Trust disapproves, until the Trust agrees to accept the extension as a part of the whole scheme of tramways.

### POWER OF TRUST.

This sub-section was amended by the addition of the following words:—

The Trust shall have power to break open or alter the surface or level of any road after obtaining the written consent of the road authority.

In view of the recommendations of the Royal Commission on Tramway fares revision, that the Government should enter into negotiations with the Melbourne Tramway and Omnibus Company for the purchase of its undertaking, and constitute a tramway authority for the whole of the metropolitan area, independent of the claims or interests of any particular Municipality, it becomes the duty of this and the other Metropolitan Municipalities to take immediate action to secure for the ratepayers and citizens the future control of the tramway system, which is theirs by inheritance, the tramways are the property of the Municipalities, who were made liable for the whole of the Capital required for the original construction of the lines. The Company leased them from the Municipalities for a term of years, ending in 1916, and we are therefore looking forward to resuming our own property at the end of that term.

### Proposed Greater Melbourne Council.

A Conference of representatives of the Metropolitan Municipalities has this year been considering a scheme for the constitution of a Metropolitan Municipal Authority to administer and control such public utility services as are common to the Melbourne Metropolitan area.

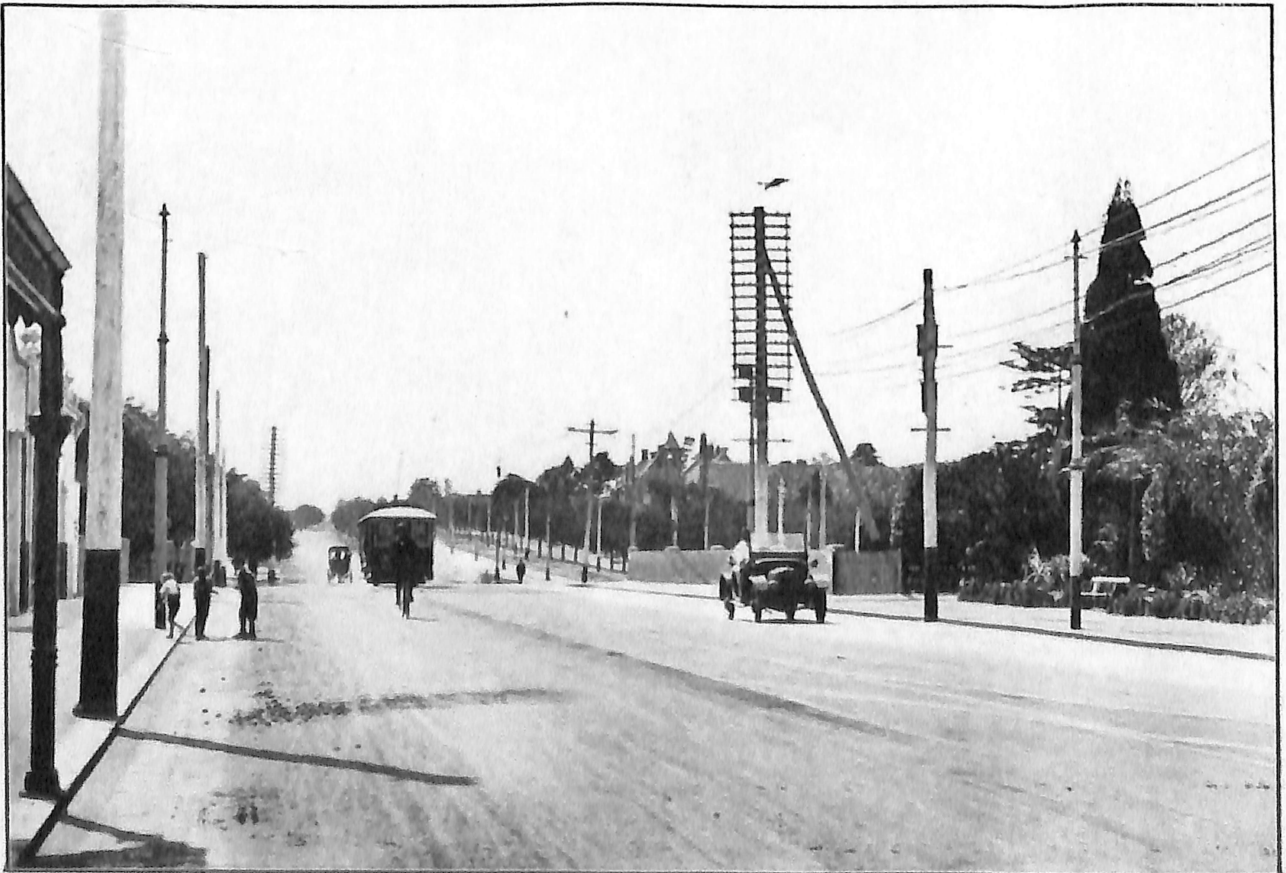
After several meetings, the following proposal was submitted to the Councils for consideration:—

#### NAME.

The Authority shall be named the Greater Melbourne Council.



Interior City Hall.



Dandenong Road