

CABLE ADDRESS.
ELECTRICAL ENGINEERS, MELBOURNE.
CODES USED.
B.C. 5TH EDITION, LIEBERS.
WESTERN UNION, BEDFORD McNEILL,
ENGINEERING.

TELEPHONE:
No 7096.

McCarty, Underwood & Co.

Consulting Electrical & Mechanical Engineers.

31 QUEEN STREET,

MELBOURNE, 31st. August, 1917.

Church Street

The Chairman,

The Hawthorn Tramways Trust,

Melbourne.

Dear Sir,

In accordance with your instructions, I now desire to submit for your consideration a report on the proposed electric tramway in the City of Richmond, from the intersection of Prince Patrick Street and Church Street, along Church Street to the intersection of Church Street and Victoria Street. The total length of the proposed track would be approximately 1.486 miles, this figure being obtained from the Melbourne and Metropolitan Board of Works' Plans.

In view of the fact that the proposed route traverses a very densely populated district, and would be connected to the Hawthorn electric tramway at the intersection of Church and Swan Streets, I believe that the traffic would be heavy, and would recommend that a double track be installed throughout.

PERMANENT WAY, SPECIAL WORK AND OVERHEAD CONSTRUCTION.

The Permanent Way and Overhead Construction would be similar to that adopted by the Hawthorn Tramways Trust. A considerable amount of work would have to be undertaken in regard to alterations to water mains and sewers, and for this work we have obtained an estimate of the cost of these alterations from the Melbourne and Metropolitan Board of Works.

Hawthorn Tramways Trust.

The Special Work required would consist of the following:-

- 1 4 way crossing and curves at the corner of Swan and Church Streets.
- 1 double track cable tramway crossing at the intersection of Bridge Road and Church Street,
- 2 turnouts.
- 1 crossover.

SUPPLY OF POWER AND ROLLING STOCK.

I assume that satisfactory arrangements could be made with the Hawthorn Tramways Trust for the supply of the necessary electric power and rolling stock, and I have calculated on this being the case for the purposes of this estimate.

COST OF CONSTRUCTION.

PERMANENT WAY. -

1.486 miles double track standard construction @ £12240-0-0 per mile	18188 13 .
Altering Sewers, manholes etc. and removing bench marks and boxes, (Estimate of M.M. Board of Works)	2484 . .
Altering Water Mains (Estimate of Melbourne and Metropolitan Board of Works)	1800 . .
	22473 . .

SPECIAL WORK. -

1 4 way crossing and curves at corner of Swan and Church Streets .. 3500 . .	
1 double track cable tramway crossing	,833 6 8
2 Turnouts	314 . .
1 Crossover	<u>334 . .</u> 4781 . .

OVERHEAD CONSTRUCTION. -

1.486 Miles Overhead Construction for double track, including spe- cial overhead construction 2770 . .	
Estimated cost of alterations to P.M.G's Dept's Wires and Melb. Elec. Supply Co's wires <u>250 . .</u>	3020 . .

Carried forward. 30274 . .

The Hawthorn Tramways Trust.

Brought forward. 30274 . .

INTEREST, ENGINEERING & CONTINGENCIES. -

Interest during construction 694 . .
 Engineering Fees and Unforeseen contingencies 2000 . . 2694 . .

TOTAL. £32968 . .

PROBABLE REVENUE.

I understand that the population within a quarter of a mile of the proposed line is approximately 18,000, and after taking into consideration the special local conditions which exist, I have no doubt that the revenue for the first year's operation would be somewhere in the neighbourhoods of 15/6, and for the purpose of estimating the revenue of the first year of the proposed line, I have taken as a basis 15/6 per head of population served, which shows a return of ⁹⁵⁰ £13,500.

The annual car mileage, after allowance for slack periods at different portions of the day, and a liberal allowance for special car mileage during the rush periods, such as Friday nights, would be approximately 232,000 miles per year.

The financial result would therefore, work out as follows :-

<u>ESTIMATED REVENUE.</u>	£13950 . .
Estimated Expenditure, £232,000 car miles at an operating cost of 11d. per car mile	10633 . .
Interest on £32968 @ 5½%	1813 . .
Renewals Reserve Fund - 2½% on £25740-0-0	643 . .
Total Expenditure.	<u>£13089 . .</u>

In conclusion, I desire to express the opinion that the proposed tramway would supply a very great public utility,

in continuation to The Chairman,

The Hawthorn Tramways Trust.

Page No. 4.

and in my opinion, the return revenue will meet all charges and at the same time, show a net profit as above.

I beg to remain,

Dear Sir,

Your obedient servant,

CABLE ADDRESS.
ELECTRICAL ENGINEERS, MELBOURNE.
CODES USED.
A.B.C. 5TH EDITION, LIEBERS.
WESTERN UNION, BEDFORD McNEILL,
ENGINEERING.

TELEPHONE:
No 7096.

McCarty, Underwood & Co.
Consulting Electrical & Mechanical Engineers.

31 QUEEN STREET,

MELBOURNE, 31st. August, 1911.

The Chairman,
Hawthorn Tramways Trust,
Melbourne.

Church Street

Dear Sir,

In accordance with your instructions, I now desire to submit for your consideration a report on the proposed electric tramway in the City of Richmond, from the intersection of Prince Patrick Street and Church Street, along Church Street to the intersection of Church Street and Victoria Street. This report and estimate is based on the assumption that the line would be controlled and operated by your Trust, and without incurring any increased expenditure at the depot for housing of cars or other special accommodation, and which I do not consider would be necessary.

The total length of the proposed track would be approximately 1.486 miles, this figure being obtained from the Melbourne and Metropolitan Board of Works' Plans.

In view of the fact that the proposed route traverses a very densely populated district, and would be connected to the Hawthorn electric tramway at the intersection of Church and Swan Streets, I believe that the traffic would be heavy, and would recommend that a double track be installed throughout.

PERMANENT WAY, SPECIAL WORK AND OVERHEAD CONSTRUCTION.

The Permanent Way and Overhead Construction would be similar to that adopted by the Hawthorn Tramways Trust. A considerable amount of work would have to be undertaken in regard to alterations to water mains and sewers, and for this work we have obtained an estimate of the cost of these alterations from the Melbourne and

Metropolitan Board of Works.

The Special Work required will consist of the following :-

1 4 way crossing and curves at the corner
of Swan and Church Streets.

1 double track cable tramway crossing at the
intersection of Bridge Road and Church
Street.

2 turnouts.

1 crossover.

SUPPLY OF POWER AND ROLLING STOCK.

It would be necessary to arrange with the Melbourne Elec-
tric Supply Co. for current from their central station in Richmond,
to the mains of the Hawthorn Tramways Trust, regarding which, there
would be no engineering difficulty.

Four cars of the combination type would be sufficient for
the service recommended. The cost of the cars has been included in
the estimate, although, the present rolling stock of the Hawthorn
Tramways Trust may be found to be sufficient for the purpose. In
the latter case, the charge for use of these cars would work out
less than the cost for new cars.

COST OF CONSTRUCTION.

PERMANENT WAY. -

1.486 miles double track standard construction
@ £12240-0-0 per mile 18188 13 .

Altering Sewers, manholes etc. and removing
bench marks and boxes, (Estimate of
M. M. Board of Works) 2484 . .

Altering Water Mains (Estimate of Melbourne
and Metropolitan Board of Works). .. 1800 . .

22473 . .

SPECIAL WORK. -

1 4 way crossing and curves at corner of
Swan and Church Streets .. 3300 . .

1 double track cable tramway
crossing 833 6 8

4133 6 8 22473 . .

	Forward.	4133	6	6	22473	.	.
2	turnouts	314	.	.	13950	.	.
1	crossover	334
					4781	.	.

OVERHEAD CONSTRUCTION.

1.486 miles Overhead Construction for double track, including special overhead construction	2770	.	.	10623	.	.
Estimated cost of alterations to P.M.G's Dept's Wires and Melb. Elec. Supply Co's wires	250	.	.	836	.	.
Feeder Main from Elec. Supply Co's station to Swan Street	1300	.	.	213705	.	.
				4320	.	.

ROLLING STOCK.

4 Combination type cars @ £1600	6400	.	.
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INTEREST, ENGINEERING & CONTINGENCIES.

Interest during construction	694	.	.
Engineering Fees and Unforeseen contingencies	2000	.	.
	2694	.	.

£40668 . .

PROBABLE REVENUE.

I understand that the population within a quarter of a mile of the proposed line is approximately 18,000, and after taking into consideration the special local conditions which exist, I have no doubt that the revenue for the first year's operation would be somewhere in the neighbourhood of 15/6, and for the purpose of estimating the revenue of the first year of the proposed line, I have taken as a basis 15/6 per head of population served, which shows a return of £13,950.

The annual car mileage, after allowance for slack periods at different portions of the day, and a liberal allowance for special car mileage during the rush periods, such as Friday nights, would be approximately 232,000 miles per year.

The financial result would therefore, work out as follows :-

DERWOOD & CO.

Date 31st. August, 1917.

Continuation to The Chairman,
Hawthorn Tramways Trust.

Page No. 4.

<u>ESTIMATED REVENUE.</u> -	£13950 . . .
Estimated Expenditure, 232,000 car miles at an operating cost of 11d. per car mile.	10623 . . .
Interest on £40668 @ 5½%	2236 . . .
Renewals Reserve Fund - 2½% on £33440-0-0	836 . . .
	<hr/>
Total Expenditure ..	£13705 . . .
	<hr/> <hr/>

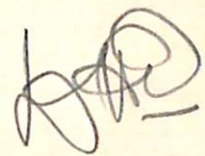
In conclusion, I desire to express the opinion that the proposed tramway would supply a very great public utility, and in my opinion, the revenue will meet all charges and at the same time, show a net profit as above.

I beg to remain,

Dear Sir,

Your obedient servant,

(Sgd) F. A. McCarty



27th Sept 1917

Members

Church St

28th Sept. 1917

Dear Sir

For your information I enclose copy of Mr McCarty's report upon the proposed Church Street Tramway and also of letter to Town Clerks of Melbourne Hawthorn & Camberwell. The Chairman desires me to say that if there are any points not made quite clear, he will be glad to explain to you if you will kindly enquire of him.

Yours faithfully,

ACTING SECRETARY

[Handwritten signature]

27th Sept 1917

The Town Clerk
CITY OF RICHMOND

Dear Sir

Proposed Church Street Tramway

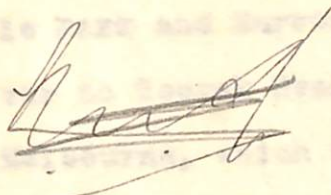
At the last meeting of the Trust the following resolution was carried viz:-

"The Trust is of opinion that construction of the line is desirable, and that subject to approval of constituent Councils, the Trust should apply for Order-in-Council, and construct and operate the line when the time is considered opportune on behalf of the Richmond Council, subject to the Richmond Council agreeing to bear loss, if any resulting."

I have now pleasure in enclosing for the information of your Council, copy of report from our Engineer & Manager, and also copy of letter to the Town Clerks of Melbourne, Hawthorn and Camberwell.

I shall have pleasure in advising you of replies received in due course.

Yours faithfully,



ACTING SECRETARY



Town Clerks Melb. Haw and Camb.

27th Sept. 1917

Church St.

Dear Sir

The Richmond City Council has requested this Trust to construct and operate a double track tramway along Church Street and at the last meeting of the Trust the following resolution was carried viz:-

"The Trust is of opinion that construction of the line is desirable, and that subject to approval of constituent Councils, the Trust should apply for Order-in-Council, and construct and operate the line when the time is considered opportune on behalf of the Richmond Council, subject to the Richmond Council agreeing to bear loss, if any, resulting."

I now submit for your information copy of report from our Engineer and Manager, who estimates from the operation of the line a profit of £245:0:0 per annum, assuming it, as part of the system of this Trust, but without including any contribution for interest and sinking fund on Car Depot, or general overhead expenses. [It is expected the proposed line would bring considerable traffic to our present system, particularly to Wattle Park and Burwood, and when Church Street line is extended over the river to Teorak Road it would provide via Swan Street another entrance to Melbourne, which will become increasingly necessary to relieve congestion on the St. Kilda road. [If the constituent councils approve of the construction and operation of the line in accordance with above resolution, an enabling Act of Parliament would be required and also an Act to extend the borrowing powers of the Trust. Whilst it is considered advisable that the necessary authority be obtained as early as possible, it is not proposed that the construction should be proceeded with until after the war when a considerable saving on present cost of material can be expected. This also means that the work would be carried out at a time when ample labor is likely to be available.

Will you please have the matter submitted to your Council and advise me of its decision at early convenience.

Yours faithfully,

ACTING SECRETARY

DAW

Mr. Kilob
Paragraphed as
indicated in pencil
would have given
a better set up of
letter DAW

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE TOWN CLERK.

TELEPHONE: CANTERBURY, 916.

F.J.S.

Trappie

City of



Camberwell,

*Town Hall
Camberwell*

10th Oct., 1917.

Sir,

I am instructed to acknowledge the receipt of your letter of the 27th ult., in regard to proposed construction of a Tramway along Church Street Richmond. In reply I am to state that this Council as a constituent member of the Trust approves of the Trust undertaking the building and operating of such line, at an opportune time, on behalf of the City of Richmond subject to the Richmond Council agreeing to bear all losses (if any) resulting.

Yours obediently,

J. M. Sullivan

Town Clerk.

The Acting Secretary,

Hawthorn Tramway Trust,

31 Queen Street,

MELBOURNE.



City of Hawthorn.



City of Richmond,

Town Hall, Oct. 10th 1917.

TELEPHONE CENTRAL 4252.
(2 Lines.)

PROPOSED CHURCH STREET TRAMWAY.

S i r,

I have the honor to acknowledge the receipt of your letter dated 27th September enclosing copy of report of your Engineer and Manager and also copy of the letter forwarded to the Town Clerks of Melbourne, Hawthorn and Camberwell relative to the above. At the last meeting of the Richmond City Council after hearing the Chairman and the Engineer and Manager of the Trust the Council passed a resolution approving of the proposed tramway and of the terms and conditions of the Trust set out in your communication.

Yours obediently,

Town Clerk.

Acting Secretary,
Hawthorn Tramways Trust,
31 Queen-st.,
MELBOURNE.



TEL. NOS 1, 2 & 3 HAWTHORN.

City of Hawthorn.

Town Clerk's Office 11th Oct. 17.

S & r/-

Referring to your letter of the 27th ulto., forwarding copy of report by your Trust's Engineer & Manager, relative to the Richmond City Council's application for a double track tramway to be constructed along Church Street, Richmond, and requesting this Council's approval of proposal, I have to inform you that the matter has been deferred for further consideration.

You will be duly notified when the Council has arrived at a decision in regard thereto.

Yours obediently,

W. Broad Hall

TOWN CLERK.

The Acting Secretary,
Hawthorn Tramways Trust,
31 Queen Street,
MELBOURNE.

sheet

30th Oct 1917

30th Oct. 1917

Cr H. H. Smith
290 Lonsdale Street
MELBOURNE

Dear Sir

I am enclosing copy of letter from the Acting Town Clerk, Melbourne in regard to the Church Street tramway. At the last meeting of the Trust this matter was referred to yourself and Cr. Shillabeer to bring again in before the Committee with the view of reconsideration, the other three municipalities having given their consent to proposal.

Yours faithfully

ACTING SECRETARY



Hubby

*Church Street
Richmond*

30th Oct 1917

Cr F. E. Shillabeer
Flinders Street
MELBOURNE

Dear Sir

I am enclosing copy of letter from the Acting Town Clerk, Melbourne, in regard to the Church Street tramway. At the last meeting of the Trust this matter was referred to yourself and Cr Smith to bring again before the Committee with the view of reconsideration, the other three municipalities having given their consent to proposal.

Yours faithfully

ACTING SECRETARY



note

Church St
Richmond
2 July 1918

2/11/18
To Directors Electric Tram Coy.

Dear Sirs

I am glad to see
by todays age there is a likelihood at
last of a tram line traversing a
part of Church St. But Sirs why make
a terminus at Swace St.? why not continue
the line through Church St to the river at
Abbotsford which would link up a large
amount of closely populated district & accommodate
a large number of residents, a line from
Sturdy Park along Church St direct to St Kilda
beach! would be I am sure the most profit-
able line in any of the suburbs as at
present anyone wishing to travel to St Kilda
from North, & West Richmond & East Clifton Hill,
Collingwood & Abbotsford have to travel through
town to get to the beach, a direct line would
be a boon.

Hoping to see the new line
extended throughout Church St
In the meantime I am yours &c

22nd July 1918

8th July 1918

Mr J. Brown
Church Street
RICHMOND

Dear Sir

I beg to acknowledge receipt of your letter of 2nd inst and to state that same will be submitted to Members at their next meeting after which you will be further advised.

Yours faithfully

ACTING SECRETARY



22nd July 1918

Mr J. C. Jones
Church Street
RICHMOND

Dear Sir

Your letter of 2nd inst, was placed before my Trust at its meeting on Friday evening last and received. The proposal to construct a tramway along Church Street has been previously brought under the notice of the Trust by the representatives of the Richmond City Council, when Members expressed the opinion that the line should be constructed as part of a metropolitan system.

Yours faithfully

ACTING SECRETARY

