

ESTIMATED COST OF ELECTRIFICATION OF PORT MELBOURNE CABLE TRAMWAYS

Permanent Way:

Existing Route 2.554 Miles Double Track @ £46,000 p.m. (Avge. Conv. costs £45,148)	£117,484
<u>Overhead</u> £3,100 p.m. (Avge. Conv. costs £3,051)	7,917
<u>Sub-Station</u> s (no additional required)	
<u>Car Depots</u> (Operate from Fanna St.) 10 cars	
<u>Workshops and Stores</u> (covered by present)	
<u>Offices & General Buildings</u> (covered by present)	
<u>Sub-station Equipment</u> (covered by existing South Melbourne).	
<u>Plant, Tools, Etc.</u> (covered by existing shops)	
<u>Rolling Stock</u> 10 Cars @ £3,100	31,000
<u>Interest & Sundry Constn. Charges.</u>	3,599
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<u>Total Capital Costs:</u>	<u>£160,000</u>

STANDING CHARGES:

Interest @ 5 $\frac{3}{4}$ % per annum	9,200
Sinking Fund 1% " "	1,600
Depreciation, etc 4% p.a.	6,400
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	<u>£17,200</u>

If this line is electrified, it would have to be run to Gisborne Street.

Car Mileage operated as Cable Tramway to Gisborne Street, ordinary table, year ending 30/6/29	-	480,740
Estimated conversion mileage per annum operated under electric traction -	-	383,812
Saving of mileage electric traction	-	96,928 per annum.
Traffic Receipts based on year to 30/6/29		£ 41,000
Less operation 384,000 Miles @ 16.50d.		26,400
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Surplus on operation		14,600
Less Standing Charges as above		17,200
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Estimated Annual Loss under Electric Traction		£ 2,600
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Result of Operation for Year to 30/6/1929 under Cable Traction		
	Loss	£ 1,559
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additional Estimated/loss under electric traction		£ 1,041
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G. W. YOUNG,

Assistant Manager

S. M. RICHARDSON,

Assistant Accountant