

NO 1

FOOTSCRAY TRAMWAYS' TRUST

MELBOURNE VICTORIA

REPORT

-and-

STATEMENT of ACCOUNTS

For the Year ending

30th September, 1917

FOOTSCRAY TRAMWAYS' TRUST

MEMBERS.

CHAIRMAN

Cr. James R. Johnson. J.P.

and -

Cr. Frank E. Shillabeer J.P. (Mayor)

Cr. Alfred J. Pearce. J.P.

Appointed 28th February 1916

Messrs McCarty Underwood & Co.

Consulting, Electrical and Mechanical
Engineers.

John Gent A.F.I.A.

Secretary.

FOOTSCRAY TRAMWAYS TRUST

Annual Report to the Footscray City Council.

Pursuant to the provisions of the

Footscray Tramways Trust Act 1915

the Trust presents for the information

of the Footscray City Council its first

Annual Report for the year ending 30th.

September, 1917.

FOOTSCRAY TRAMWAYS TRUST

The Order in Council authorising the construction of the Trams was passed by the Government on the 2nd October 1916.

REVIEW

The past year has been marked by activity on the part of the Trust to expedite the important business involved in letting Contracts for the construction of the different parts of the undertaking.

Up to date 41 meetings of the Trust have been held. This will serve to give some idea of the amount of work which has been entailed in initiating and directing the many essential preliminaries.

FINANCIAL LOANS

In making arrangements for the necessary loans many difficulties were experienced but overcome.

The Trust proceeded to float a loan of £100000 by the issue of 1000 debentures of £100 each repayable in ten years (10), from the 1st August 1916 at 5½% interest payable half-yearly, and is succeeding well with the disposal of the debentures.

At 30th September 1917, £69200 had been sold and the option is also held to place a further £9500 at par during the year dating from July 1st 1917. A sum of £41700 had been received in respect of these debentures placed, plus £719/7/11, accrued interest thereon at dates of settlement. The interest rate compared with that of pre-war times is high but the loan was made for the comparative short term of ten years.

STATEMENTS

ASSETS and LIABILITIES

Appended to this report are statements showing the receipts and expenditure for the year ending 30th September 1917 and Assets and Liabilities at that date.

Sundry Construction charges amounted to £1631.19/1. Materials purchased and paid for amounted to £14205/19/8. A sum of £22000 has been invested and a small amount is kept in hand to meet current contracts charges.

The statement of assets and liabilities does not include balances due upon contracts entered into for work not yet carried out, or for materials, etc, not yet delivered.

Items such as accrued interest to date of balance and small outstanding amounts are not brought into account.

CONSTRUCTION

Contracts have been let as referred to in the report of the Consulting Engineers. Special notice is invited to that part dealing with the contracts for Rails. The Trust can claim the honour of being the first Tramway Body to have its rails made in Australia. Though it is disappointing to the Trust that the work of the construction -of the permanent way has not yet been started, the Trust can assure the Council that every possible effort has been exerted to that end.

The abnormal times brought about by adverse circumstances in trade and work have severely impeded the Trust's business.

Often just when a start was hoped for something unexpected would cause further delay but for all this the Trust is pleased to be able to report that sufficient progress has been made to justify the statements that in the very near future Footscray will see the beginning of the actual construction of the Tramways which it is hoped and believed will mean a very important factor in the City's development.

CAR BARNES

Mr. Frank Warren was appointed Architect of the Trust and he has the Specifications and plans for the construction of the Car Barns in Buckley Street, almost completed so that tenders for

this place will soon be called.

On behalf of the Trust,

J. K. JOHNSON Chairman

JOHN GENT, Secretary.

Town Hall,

Footscray,

October 31st 1917.

3rd October, 1917.

The Chairman & Members,
Footscray Tramways Trust,
M e l b o u r n e.

Gentlemen,

We have the honor of presenting our first annual report on the construction of your tramways.

The construction of the line is based on our report of 24th July 1915. Subsequently the Footscray Tramways Trust's Act was passed by Parliament.

The First Schedule of the act provides for tramways as follows :-

1. A Tramway commencing at the intersection of Leeds Street and Irving Street, thence along Leeds Street, Hopkins Street, Droop Street and Ballarat Road to Sommerhill Road,
2. A tramway commencing at the intersection of Barkly Street and Nicholson Street, thence westerly along Barkly Street to Russell Street.
3. A tramway commencing at the intersection of Irving Street and Leeds Street, thence along Irving Street, Nicholson Street, Buckley Street, Victoria Street, Charles Street, Gamon Street and Somerville Road to Williamstown Road.
4. A tramway commencing at the intersection of Nicholson Street and Buckley Street, thence southerly along Nicholson Street and Hyde Street to Francis Street.
5. A tramway commencing at the intersection of Nicholson Street and Irving Street, thence northerly along Nicholson Street to the new bridge over the Meribyrnong River.

Tramways 4 and 5 under the Schedule are not to be constructed at once. The length of the tract to be now constructed will be as follows:- 51 chains of double track, and 3 miles 71 chns of single track. The gauge will be the standard, i.e., 4ft 8½ in.

Tenders were called for sleepers; but on account of circumstances beyond the Trust's control, a considerable amount of time was unavoidably lost before the order could be placed; but the sleepers are now being delivered.

Tenders were called for Rails (British Standard Section No. 1); but the prices were high and delivery could not be given in less than a year. The Trust eventually decided to call for tenders in conjunction with the Fitzroy, Northcote, and Preston Tramways Trust for a combined tramway rail which could be made in Australia. The rail consists of a standard 80 lbs. N.S.W. Railway section with a special check rail of 30 lbs. to the yard which is bolted to the 80 lbs. rail. The combination practically makes a standard tramway rail. The order was eventually placed with the Broken Hill Pty. Ltd. and the rail and check rail are to be made at their Newcastle Works. The rails are to be delivered in Footscray as soon as the present industrial trouble is settled.

The Special Work for the track has been let to Messrs. Hadfields of Great Britain. The dog spikes to Victoria Rolling Mills, the bolts and nuts, and underframes of the cars to Mr. G. F. Sewell, the wheels, axles and tyres to Messrs. Thomson of Castlemaine. All this material is being manufactured in Australia with the exception of the special work.

Wooden poles are to be used throughout. Octagon poles will be used in the central portion of the City and round poles in the outskirts. The timber selected is iron bark and delivery is now being made.

Specifications are now ready for the electrical equipment of the cars and sub-station, car bodies, machine tools, overhead equipment and for the Permanent Way construction.

It was eventually decided that seven one man operated cars would be obtained and three combination cars. The one man operated car selected seems to meet all the requirements of the case, and will be the first of this type operated about Melbourne. The car is light and roomy, and excellently lighted. The cost of operating these cars should be very low as they will not require so much power to propel them and the cost of labor per car mile will be much less than the ordinary tramcar.

In our report of 26th. July, 1915, we put down the cost

of operation as 10d. per car mile for 300000 car miles or £12,500. We were positive at that time that we had allowed an ample margin; but since then conditions have changed. Last month a new award was made in the Arbitration Court for Tramway employees, the result is that the cost per car mile for traffic employees has gone up.

We estimate that at the outside this increase should not amount to over £625 per year, making the operating expenses 10.5d. per car mile. We are inclined to think that with the equipment that we are obtaining for you that the above figures will not be reached.

We see no reason now to change our former view in reference to the ultimate success of your tramway, regardless of many obstacles that have had to be overcome under the present circumstances.

We desire to place on record our appreciation of the kindness and courtesy extended to us by your officers, namely :- Mr. Neylon, first Secretary to the Trust, and Engineer to the Footscray City Council; Mr. Carroll, Secretary to the Trust; Mr. Gent our present Secretary; and to Mr. Carmody, Footscray Electrical Engineer to the Footscray City Council.

We beg to remain,

Yours very truly,

MCCARTY UNDERWOOD & CO.

McCARTY, UNDERWOOD & CO

Consulting Electrical & Mechanical Engineers,

31 Queen Street,

MELBOURNE, 15th November, 1917.

The Chairman,
Footscray Tramways Trust,
M e l b o u r n e.

Dear Sir,

We desire to add to our Annual Report, certain information with regard to the action taken by the Trust in purchasing the steel rails necessary for the tramway.

We desire to point out that the lowest tender for British Standard 90 lb. rails; including fishplates and fishbolts. was £17911, and delivery of these rails could not be given until some indefinite time in 1918. The Trust then seriously considered the question as to whether the rails could not be manufactured in Australia, with the result that a composite rail of our design was adopted, consisting of an 80 lb. T headed rail and a 30 lb. check rail. These rails are manufactured wholly in Australia by the Broken Hill Pty.Co.Ltd/. and their cost to the Trust is approximately £16420; thus effecting a saving of approximately £1491 on the rail contract.

We beg to remain,

Yours very truly,

McCARTY UNDERWOOD & CO.

FOOTSCRAY TRAMWAYS TRUST

BALANCE SHEET (Construction Account) at 30th September 1917.

LIABILITIES

Debentures Issued

Loan at 5½% due 1st August 1926 100,000

less Unissued. 58300 41700.0.0

Contractors' Deposits 95.15.6

41795.15. 6

Property Assets and Outlay

Sundry Construction Charges to date 1631.19.1

Construction a/c Stock on hand

Rails purchased 13615.6. 2.

Sleepers in Store 530.11.11

G. C. Iron 60. 1. 7

14205.19. 8

Furniture 4.10. 0

Victorian Government Debenture 12000. 0. 0

Fixed Deposit Commercial Bank 10000. 0. 0

Commercial Bank 3953. 6. 9

41795.15. 6

Audited and found correct

J.V.M.WOOD F.I.A.V. 17th Oct. '17.

JOHN GENT A.F.I.A. Oct. 1917.

FOOTSCRAY TRAMWAYS TRUST

STATEMENT OF RECEIPTS AND EXPENDITURE

for the year ending 30th September, 1917

RECEIPTS

EXPENDITURE

To Debentures	41700. 0. 0
" Interest accrued on Debentures	719. 7.11
" Interest on Investments	556. 4.11
" Refund on alteration of Rails Contract	1897.10. 0
" Contractors' Deposits	95.15. 6
" Refund Stationery	4. 6
" Deposit Footscray City Council	14100. 0. 0

By Materials	
Rails and Fish plates	15512.16. 2
Sleepers	530.11.11
G. C. Iron	60. 1. 7
" Architect	75. 0.0
" Advertising	14.14. 6
" Brokerage	300. 0. 0
" Consulting Engineers	490. 0. 0
" Inspection Fees	15.16. 7
" Insurance	3. 7. 6
" Interest on Debentures	1812. 5. 0
" Miscellaneous	29. 0.11
" Printing Stationery	59. 5. 3
" Salaries	108. 6. 8
" Deposit Footscray City Council	14100. 0. 0
" Furniture	4.10. 0
" Victorian Govt. Debenture	12000. 0. 0
" Fixed Deposit Commercial Bank	10000. 0. 0
" Balance at Commercial Bank	3953. 6. 9

Audited and found correct
 J. V. M. WOOD, F.I.A.V.
 17th October 1917.

59069. 2. 10

59069. 2. 10