

13/8/5

*Copy sent  
over*

*Manager*

...provision to make same, it would be impossible for it  
...the present juncture, as, owing to the war, rails  
are not procurable.

I would also like to point out that it is the  
Board's desire that requests of this nature should be made through  
the local Councils and the Street.  
15th February, 1940.

Mr. L. J. Smith,  
Hon. Secretary,  
Moorabbin Progress Association,  
11 Barry Street,  
MOORABBIN, S-20.

*Faithfully,*  
*[Signature]*  
Secretary

Dear Sir,

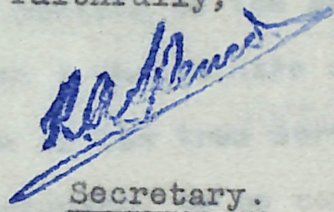
I have to acknowledge receipt of your letter of  
the 8th February, requesting that the Board extend the tram  
service from its present terminus at East Brighton along Point  
Nepean Road as far as Moorabbin Railway Station.

As you are aware, the Board recently introduced  
a bus service along Bambra Road from North Road to the Caulfield  
Railway Station. When inaugurating this service, the Board  
applied for an extension along Thomas Street to Point Nepean Road  
and, from that point, for a certain distance along Point Nepean  
Road. The request for the portion of the route from North Road  
along Thomas Street and Point Nepean Road was refused, and,  
therefore, the Board feels that any application for an extension  
of the tram route along Point Nepean Road would also be refused  
on account of the alleged competition with the Railways. Even  
if such an extension were thought desirable and the Board could

obtain permission to make same, it would be impossible for it to do so at the present juncture, as, owing to the war, rails are not procurable.

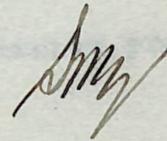
I would also like to point out that it is the Board's desire that requests of this nature should be made through the local Councils and not direct.

Yours faithfully,



Secretary.

SMR/





13/8/37

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD.

C.NO.3499.                    NOTICE            TO            CONDUCTORS.

CHILDREN'S FARES            -            EAST BRIGHTON-CITY ROUTE.

Since the extension of the Brighton Cemetery route to Point Nepean Road, East Brighton, some Conductors are in doubt as to the correct fare to be charged for children under 12 years of age for journeys between East Brighton and the City.

The Combined Fare of 6d. for the through journey between East Brighton and the City is available to Adults only.

The fare for Children under 12 years is 4d., payable as follows :-

3d. on the East Brighton tram for journey between East Brighton and St.Kilda Junction

1d. on the St.Kilda Road tram for journey between St.Kilda Junction and City.

*S.M. Richardson*

MANAGER.

GLENHUNTLY, MALVERN,  
HANNA ST. & COBURG  
DEPOTS.

7/12/37

*Depots named &  
all officers concerned*

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD.

C. No. 3494.

NOTICE TO DRIVERS AND CONDUCTORS.

C. No. 3492.

STAFF WORKING - EAST BRIGHTON ROUTE.

VIA HAWTHORN Rd. to POINT NEPEAN Rd., EAST BRIGHTON.

Co-incident with the opening of East Brighton Route extension to Point Nepean Road on Sunday, 5th December 1937, Staff Working between Northern Avenue and Point Nepean Road is to operate as follows :-

1. The Staff is to be exchanged at the end of the double track (Northern Avenue, Pole 125).
2. The first car out in A.M. is to commence Staff Working from Northern Avenue (take Staff from box on Pole 125).
3. The last car to Depot at night is to leave the Staff in the Staff Box at Northern Avenue.
4. In cases when a "down" car is running late, and has not arrived at Northern Avenue, the Staff is to be placed in the Staff Box and the "up" car is to proceed.
5. "Down" cars must not proceed beyond Northern Avenue without the Staff, unless under special instructions from a Traffic Officer.
6. In cases of fog, mist, etc., Rule 105 is to be strictly observed.
7. When special services are run, as on Holidays, etc., Staff Working will be governed by the Inspector in charge.

GLENHUNTLY DEPOT.

4/12/37.

*D. J. Davidson*  
DIST. TRAFFIC SUPERINTENDENT S.S.

Attention is drawn to Page 17 of the booklet of Sections and Fares for particulars of other sectional and transfer fares on this route.

GLENHUNTLY DEPOT

2/12/1937

MANAGER.

13/8/37

MELBOURNE and METROPOLITAN TRAMWAYS BOARD.

C. No. 3494.

NOTICE to DRIVERS and CONDUCTORS.

EXTENSION of BRIGHTON CEMETERY TRAMWAY  
VIA HAWTHORN Rd. to POINT NEPEAN Rd., EAST BRIGHTON.

The above extension will be opened for traffic on Sunday, 5th December, 1937, and the service on the St.Kilda Beach - Brighton Cemetery Route will be extended to the new terminus at **Point Nepean Road**, the destination name for which will be "EAST BRIGHTON".

The extension will constitute an additional fare section, (Section No. 7).

The through concession fare to and from the City via Dandenong Rd. will be 6d. by combined ticket, involving a change of cars at St.Kilda Junction.

The fares between East Brighton (Point Nepean Rd.) and intermediate sections en route to and from St.Kilda Beach will be as follows:-

	<u>Adults</u>	<u>Children</u> ( <u>under 12 yrs.</u> )
Between East Brighton and North Rd.	2d.	1d.
" " " and Glenhuntly Rd.	3d.	1d.
" " " " Balacclava Junc.	4d.	2d.
" " " " Orrong Rd.	5d.	2d.

CONCESSION FARES.

Between East Brighton and St.Kilda Bch.	6d.	3d.
" East Brighton and Elsternwick Railway Station (by transfer at Glenhuntly Road) ..	4d.	2d.

Attention is drawn to Page 17 of the booklet of Sections and Fares for particulars of other sectional and transfer fares on this route.

GLENHUNTLY DEPOT

2/12/1937.

*S.M. Richardson*

M A N A G E R. *SM*

12/18/37

# Melbourne & Metropolitan Tramways Board

## NOTICE TO PASSENGERS

### EXTENSION OF BRIGHTON CEMETERY TRAMWAY Via HAWTHORN RD. TO POINT NEPEAN RD., EAST BRIGHTON

The above extension will be opened for traffic on Sunday, 5th December, 1937, and the service on the St. Kilda Beach-Brighton Cemetery Route will be extended to the new terminus at Point Nepean Rd., the destination name for which will be "EAST BRIGHTON"

The extension will constitute an additional fare section.

The through concession fare to and from the City via Dandenong Road will be 6d. by combined ticket, involving a change of cars at St. Kilda Junction.

The fares between East Brighton (Point Nepean Road) and intermediate sections en route to and from St. Kilda Beach will be as follows:--

	ADULTS	CHILDREN (UNDER 12 YEARS)
BETWEEN EAST BRIGHTON AND NORTH ROAD	2d	1d
" " " " GLENHUNTLY RD.	3d	1d
" " " " BALACLAVA JCN.	4d	2d
" " " " ORRONG ROAD	5d	2d

### CONCESSION FARES

BETWEEN EAST BRIGHTON AND ST. KILDA BEACH	6d	3d
BETWEEN EAST BRIGHTON AND ELSTERNWICK RAILWAY STN. (By TRANSFER at GLENHUNTLY RD.)	4d	2d

A 10 minute service will be operated daily from first to last tram, except on Sunday mornings when a 30 minute service will apply from the first tram until 1.4 p.m., thereafter 10 minutes.

### FIRST AND LAST TRAMS

WEEK DAYS	FROM EAST B'TON to ST. K. BEACH			FROM ST. K. BEACH to EAST B'TON		
	FIRST TRAM	LAST TRAM	LAST TRAM TO Sth. Caulfield Junction	FIRST TRAM	LAST TRAM	LAST TRAM TO Sth. Caulfield Junction
MON. to SAT.	6.14 A.M.	11.54 P.M.	1. 2 A.M.	6.55 A.M.	12.25 A.M.	12.35 A.M.
SUNDAY	8. 4 A.M.	10.54 P.M.	12.2 A.M.	8.49 A.M.	11.25 P.M.	11.35 P.M.

29th. NOVEMBER, 1937

S. M. RICHARDSON, Manager

COPY SENT TO ALL OFFICERS CONCERNED NR 1/12/37

13875

MELBOURNE and METROPOLITAN TRAMWAYS BOARD.

D. No. 3423

NOTICE to DRIVERS and CONDUCTORS.

DUPLICATION and EXTENSION - BRIGHTON CEMETERY ROUTE.

With the completion of the duplication of the Hawthorn Rd. section of the Brighton Cemetery route between Saturn St. and North Rd. and the extension of the line to Eric St., cars on this route will, from this date, proceed to Eric St., which is to be observed as the terminal point until such time as the extension to Pt. Nepean Rd. is completed.

The new portion of the route between North Rd. and Eric St. will be part of an additional <sup>Fare</sup> section, and with the exception of Combined Fares to and from the City, which will still remain at 6d., passengers travelling over the extension are to be charged as for an extra section.

The through concession fare from Acland St., (St.Kilda Beach) to Eric St., will be 6d.

The fare section between Glenhuntly Rd. and North Rd. will end at the North side of North Rd. for "Down" cars and will commence at the South side for "Up" cars.

Tickets issued to passengers boarding at Eric St. are to be punched in No. 7 Section "Up".

*S. M. Richardson*

M A N A G E R.

GLENHUNTLY DEPOT.

10/9/1937.

*[Handwritten mark]*

12/18/37

MELBOURNE and METROPOLITAN TRAMWAYS BOARD.

C. No. 3426.

NOTICE to CONDUCTORS.

MALVERN, HANNA St. and COBURG DEPOTS.

EXTENSION of COMBINED FARE.

With the extension of the Brighton Cemetery route to Eric St., and later to Point Nepean Rd., the availability of the 6d. Combined Fare from the City will be extended from North Rd. to the new terminus.

*S.M. Richardson*

M A N A G E R.

10/9/1937.

*S.M.*

and North Rd. at a fare of 3d. will still be available, and a 4d. Fare by transfer between Elsternwick Railway Station and the new terminus will be introduced.

Transfer Tickets for both these journeys are to be punched "to North Road", the journey for which they are available being **governed** by the accompanying Cash Fare Tickets.

10/9/1937.

*S.M. Richardson*

M A N A G E R.

*S.M.*



Melbourne and Metropolitan Tramways Board

(DEPARTMENTAL)

72/875  
w 9/6/1

CITY OF BRIGHTON

Town Hall,  
Brighton, S.5. 7th December, 1936.

3747

8 DEC 1936

copy sent  
acc

Manager

Dear Sir,

Tramway Extension Proposals  
Hawthorn Road - between North Road and  
Point Nepean Road

ESTIMATE for HAWTHORN ROAD - BRIGHTON CEMETERY  
to POINT NEPEAN RD.

Adverting to recent personal interviews  
representatives of the Council have had with you and your Board's  
officers, I have now to inform you that, conditionally upon the  
Melbourne and Metropolitan Tramways Board proceeding with the  
construction of a Tramway in Hawthorn Road between North Road  
and Point Nepean Road, the Council is prepared to :-

a. Undertake the removal of all services from  
the roadway. £26,000  
4,000  
£30,000

b. Strip the crown of the roadway to the finished  
levels, and

c. Strengthen the bridge over the Elster Creek. £1,350  
300  
1,200

This work, together with the reconstruction of  
the road, will cost approximately £14,000, and the Council is  
now negotiating a loan for the purposes set out herein. 850

I shall now be glad to receive your further  
advices, and await your pleasure accordingly.

Yours faithfully,

(sgd.) J. J. Taylor,

Town Clerk.

Traffic Expenses - 6.732  
Maintenance - 1.903  
Power - 2.389  
General - .126

11.150

£ 3,235

The Chairman,  
The Melbourne and Metropolitan Tramways Board,  
673 Bourke Street,  
MELBOURNE. C.1.

£ 6,085

ESTIMATED REVENUE

5,070

ESTIMATED ANNUAL LOSS

£ 1,015

REVENUE:

A traffic check shows that the passengers coming to  
and from trams daily at Brighton Cemetery terminus were as follows

# Melbourne and Metropolitan Tramways Board

13/12/5

MANAGER'S DEPARTMENT

4th December, 1936

MEMO FROM ASSISTANT MANAGER

TO MANAGER.

ESTIMATE for HAWTHORN Rd. EXTENSION - BRIGHTON CEMETERY  
to POINT NEPEAN Rd.

Distance - 71 Chains.

CAPITAL COST:

Track, Poles, Overhead, Etc.	..	..	£26,000
1 Car, Depot accommodation, etc.	..	..	4,000
			<u>£30,000</u>

STANDING CHARGES:

Interest 4½ per cent	..	..	£ 1,350
Sinking Fund 1 per cent	..	..	300
Depreciation 4 per cent	..	..	1,200
			<u>£ 2,850</u>

OPERATING EXPENSES:

69,647 miles per annum at  
Stripped Cost

Traffic Expenses	-	6.732d.	
Maintenance	"	1.903	
Power	"	2.389	
General	"	.126	
		<u>11.150d.</u>	<u>£ 3,235</u>

Total Cost per annum £ 6,085

ESTIMATED REVENUE 5,070

ESTIMATED ANNUAL LOSS £ 1,015

REVENUE:

A traffic check shows that the passengers coming to and from trams daily at Brighton Cemetery terminus were as follows:-

From tram	-	433
To	"	414
		<u>847</u>

These passengers came from 556 houses in the tributary area of half a mile from terminus. The houses beyond the half mile

(Contd.)

radius of the present terminus and within a half mile of the proposed extension number 933, and assuming the same proportion of the population used the extension, the passenger movement on weekdays would be in the order of 1,420 per day or 487,000 per annum after allowing for Sunday traffic.

As the Board has decided that through fares to the City are not to be more than 6d., there would not be any increase in revenue from those passengers who already use the trams to travel to the City.

The bulk of the population in this area now comes to the City by bus and train from North Brighton, the time by train being 21 minutes to the City compared with a tram time of about 42 minutes, with a change at St.Kilda Junction. The fare being 1/1½d, return by the railway, it is probable that only a small percentage of the passengers would travel to City by tram.

Assuming the 487,000 passengers paid an average fare of 2.91d. the revenue would be in the order of £5,904 per annum, but, as has been stated above, the through fare to the City will not be increased and an average fare based on the revenue for the whole service seems too high. Probably an average fare of 2½d. would be nearer what could be expected which would give an annual revenue of about £5,070.

*S. M. Richardson*

ASSISTANT MANAGER.

SMR/SW.