

13/8/37

Metropolitan Tramways Board

MEMORANDUM TO MANAGER

8th June, 1937.

EXTENSION DARLING ROAD TRAMWAY.

The Town Clerk,  
Town Hall,  
CAULFIELD, S.E.8.

Dear Sir,

I have to acknowledge your letter of the 13th May, asking that the Board should consider the extension of tram services along Darling Road and Koornang Road to connect with the Carnegie tram route. This matter has been investigated by the Board's Officers, whose report was considered at a recent meeting.

I was directed to inform you, however, that it is considered doubtful if the demand for cross-town tramway facilities in this district is sufficient to warrant the capital outlay in connection therewith, and, having regard to the fact that the district is served by the Darling Road and Carnegie tram services, the railway, and by bus route No.25A, it is thought that the extension of the Darling Road tramway in the manner suggested is not at present justified.

Yours faithfully,



Secretary

13/01/5  
13/8/5  
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No estimate has been prepared as at 27th May, 1955  
 might be MANAGER. To obtain same, it would be necessary to  
 make a comprehensive traffic survey and check along the route  
CHAIRMAN

REQUEST OF THE CAULFIELD CITY COUNCIL FOR EXTENSION  
 OF THE DARLING ROAD TRAM ALONG DARLING AND KOORNANG ROADS  
 TO THE CARNEGIE TRAM TERMINUS.

This extension would be 1.15 miles in length. Darling  
 and Koornang Roads are wide, well-settled streets and from  
 Carnegie Railway Station to the tramway terminus there is a  
 considerable shopping area, but the district is well served by  
 the Darling Road and Carnegie tram services as well as the railway  
 to Carnegie Railway Station, also by Bus Route No. 25A, and it is  
 very doubtful if the demand for a cross-town route is sufficient  
 to warrant the expense of making same. Should the extension be  
 made, another fare section would be required.

The following estimates have been prepared of the cost  
 of constructing and operating the route:-

CAPITAL COST:

1.15 miles double track (macadam) @ £25,000 per mile	£ 28,250
1.15 " overhead and feeders @ £2,400 ..	£ 2,760
1 Crossover .. .. .	£ 900
1 Bogie car, with proportionate Depot costs ..	£ 4,090
	<u>£ 36,000</u>

STANDING CHARGES:

Interest and Sinking Fund - 5½%	
Depreciation .. .. . - 4½%	
10% on £36,000 .. .. .	<u>£ 3,600</u>

ESTIMATED SERVICE:

Schedule speed - 12.54 miles per hour.  
 Round trip time, including 2 minutes' standing  
 time - 13 minutes.  
 Darling Road service extended to make 10  
 minutes' headway.  
 Car miles per annum - 87,547.

OPERATING EXPENSES:

87,547 miles at stripped cost 10.8d. per mile	£ 3,940
<u>STANDING CHARGES</u> - see above .. .. .	<u>£ 3,600</u>

TOTAL ANNUAL CHARGES: £ 7,540

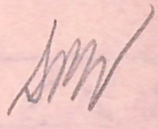
Memo. to Chairman

27th May, 1937.

No estimate has been prepared of the revenue that might be expected. To obtain same, it would be necessary to make a comprehensive traffic survey and check along the route, but, as has been stated previously, it is doubtful if the demand for a cross-town route in this district, which is already well served, would justify the expenditure. There is at present a bus service operating from Gardiner via Lower Malvern Road, Darling Road, Koornang Road and North Road to East Boundary Road. (Bus Route No. 25A). 3 buses are run on a 30 minutes' headway.

*1. recovered at £900  
 2. large sum including profits  
 and deposit etc. at £5000*

MANAGER.



SMR/IF

Standing Charges  
 Interest 5%  
 Depreciation 4%  
 Sinking Fund 1% 10% £ 214

Operating Costs  
 87,500 car miles at  
 charged cost of 10-8<sup>d</sup> per mile £ 943

Total Annual Charge £ 1157

WAVERLEY RD

DARLINS RD

DARLING RD  
TERMINUS

92 CHAINS  
DANDENONG RD

RAILWAY

MOORNANG RD

CARNEGIE  
STATION

CARNEGIE  
TERMINUS

TRUGANINI RD

£ 28,250

£ 2,760

92 chains = 1.15 miles