

1971

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VICTORIA

MELBOURNE UNDERGROUND
RAIL LOOP AUTHORITY

REPORT

FOR THE

PERIOD ENDED JUNE 30, 1971

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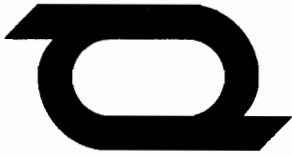
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*The Honorable V. F. Wilcox, M.P.,
Minister of Transport,
100 Exhibition Street,
MELBOURNE 3000.*

28th October, 1971

Dear Minister,

Pursuant to the provisions of the Melbourne Underground Rail Loop Act, 1970 the Authority submits the following report on its operations from its establishment to the 30th June, 1971 together with statements of its financial transactions for that period and of its financial position as at the 30th June, 1971 which are certified correct.

Since the adoption of the report by the Authority, one of its members, R. G. P. Boyd, C.B.E., has died. Consequently this report does not bear his signature.

Yours sincerely,

R. B. ROSCOE .. Chairman

T. P. SCOTT .. Deputy Chairman

K. A. ALLEN .. Member

I. F. BEAUREPAIRE .. Member

G. F. W. BROWN .. Member

W. H. B. DADDO .. Member

W. C. S. ELLIS .. Member

K. H. VIAL .. Member

MELBOURNE UNDERGROUND RAIL LOOP AUTHORITY

MEMBERS

R. B. ROSCOE Chairman

T. P. SCOTT Deputy Chairman

K. A. ALLEN

I. F. BEAUREPAIRE, C.M.G.

R. G. P. BOYD, C.B.E.

G. F. W. BROWN

W. H. B. DADDO

W. C. S. ELLIS

K. H. VIAL, C.B.E.

GENERAL MANAGER AND CHIEF ENGINEER

F. G. Watson, B.A., M.I.E. Aust., A.F.A.I.M., M.I.E.T., M-S.A.E.-A.

SECRETARY AND REGISTRAR

W. L. R. Daniels, F.C.I.S., F.A.S.A.

OFFICE

53 Queen Street, MELBOURNE 3000.

**REPORT OF THE
MELBOURNE UNDERGROUND
RAIL LOOP AUTHORITY
FOR THE PERIOD ENDED
JUNE 30, 1971**

ESTABLISHMENT

The Melbourne Underground Rail Loop Act 1970 was proclaimed to operate from the 1st January, 1971.

The Authority is a corporate body comprising 9 members all of whom were appointed by the Governor in Council as from the 1st February, 1971. The appointments of Chairman and Deputy Chairman were effective from the 1st February, 1971 and the 30th March, 1971 respectively.

The Authority in administering the Act is subject to the general direction and control of the Minister of Transport.

OBJECTIVE

The Authority is responsible for supervising and co-ordinating the planning, financing and construction of a rail loop which, as planned, will be made up of four new rail tracks under Spring and La Trobe Streets, linking tracks in the existing railway system from points east of Flinders Street and Princes Bridge stations to points north of Spencer Street station thereby forming a loop. Two additional tracks will also be constructed between Flinders Street and Spencer Street stations as part of the loop and there will be three new stations underground.

The main purpose of the loop is stated briefly in the title to the Melbourne Underground Rail Loop Act. It is to increase the capacity and efficiency of the existing Melbourne suburban rail network.

FINANCE

To enable it to build the loop the Authority has been given power, inter alia, to borrow to a limit of \$80 million at any time. Each loan is subject to Executive Council and Loan Council approvals.

The Authority is required to prepare an estimate before the end of each financial year of the probable expenditure to be incurred by it during the then ensuing financial year for submission to and the approval of the Governor in Council. The estimate becomes the basis of the Authority's borrowing programme for the next year and the contributions to administrative costs and annual redemption payments as defined by the Act to be made by the Melbourne and Metropolitan Board of Works, the Melbourne City Council, The Victorian Railways Commissioners and from the Consolidated Fund.

ACTIVITY

Prior to the establishment of the Authority considerable planning for the loop was carried out by the Railway Construction Board. This information has been provided to the Authority.

MELBOURNE UNDERGROUND RAIL LOOP AUTHORITY

The Chairman, Mr. Roscoe, was overseas for part of the period under review and during his absence Mr. T. P. Scott acted as Chairman.

While he was overseas, Mr. Roscoe had discussions with the London Transport Executive and visited the southward extension of the London Underground rail system and the completed and partly completed tunnels at Liverpool. As a result of this he secured much information of value to the Authority.

From its establishment to 30th June, 1971 the Authority:—

- engaged the nucleus of its administrative staff. Its appointments included Mr. Frank G. Watson as General Manager and Chief Engineer and Mr. W. L. R. Daniels as Secretary and Registrar. Mr. Watson was seconded to the Authority from the Railway Construction Board.
- made arrangements with The National Bank of Australasia Limited for an overdraft to meet any short term financial requirements.
- established premises at 53 Queen Street, Melbourne.
- continued the planning commenced earlier by the Railway Construction Board and determined the work programme to be undertaken during 1971/72.
- submitted information on the expected requirements for two stations proposed in La Trobe Street Melbourne to the Melbourne and Metropolitan Board of Works as the responsible Town Planning Authority in connection with a proposal to reserve areas of land for railway purposes.
- called for and examined submissions from a number of prospective consultants for appointment as the Authority's prime consultants.
- commenced the construction at Jolimont of the Caulfield and Sandringham lines underpass and the Burnley line ramp and underpass on the 22nd June, 1971.
- contributed to the cost of the essential underground approach works including a railway flyover structure at Jolimont.
- made arrangements for a loan of \$100,000 to be secured by Melbourne Underground Rail Loop Authority Inscribed Stock.

In 1971/72 the Authority proposes to:—

- continue the Caulfield and Sandringham lines underpass and the Burnley line ramp and underpass at Jolimont.
- construct new railway sidings in the North Melbourne area to replace other sidings to be removed for, or to be disrupted by loop work.
- make a further contribution to the cost of the flyover structure at Jolimont.
- acquire land required for stations.
- undertake work associated with the commencement of tunnelling in both the Jolimont and North Melbourne areas.
- expend approximately \$6.5 million.
- borrow \$5.5 million.

MELBOURNE UNDERGROUND RAIL LOOP AUTHORITY

Since the 30th June, 1971 the Authority has received approval to borrow \$5.5 million in 1971/72 and the Treasurer has determined that the Melbourne and Metropolitan Board of Works and the Melbourne City Council will each provide \$20,000 and the Victorian Railways Commissioners \$40,000 towards "annual redemption payments" as defined by the Act. The balance of the funds required to meet the total proposed expenditure by the Authority in 1971/72 is expected to be provided by the rail levy through The Victorian Railways Commissioners under a determination by the Treasurer. Action towards raising the required loan funds is well advanced.

Since the 30th June, 1971 the Authority has entered into an agreement with the engineering consortium of John Connell-Mott, Hay & Anderson, Hatch Associates and Jacobs Associates for an initial consulting assignment.

ACKNOWLEDGEMENTS

The Authority wishes to thank all those who have already indicated their financial support towards the Authority's requirements for 1971/72, and to acknowledge in particular the very valuable assistance and co-operation received from The Honorable The Minister of Transport, the Director of Transport, the staff of the Ministry, the Railway Construction Board and The Victorian Railways Commissioners.

MR. ROBIN BOYD

It is with much regret that record is made of the death of Mr. Robin G. P. Boyd, C.B.E. on the 15th October, 1971. In the short period since the Authority was established, Mr. Boyd, a foundation member, contributed much to the development of the project and established for himself a special place on the Authority. He was held in high esteem by his fellow members and the officers of the Authority.

MELBOURNE UNDERGROUND RAIL LOOP AUTHORITY

STATEMENT OF FINANCIAL POSITION AS AT 30TH JUNE, 1971

Fixed Assets	\$	\$	\$
Loop Development Account		400,610	
Office Equipment		1,156	
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			401,766
 Current Assets			
Cash at Bank and on hand		35,017	
Deposits at Call		160,000	
Accrued Interest Receivable		740	
Prepayment		3,820	
		<hr/>	
		199,577	
 <i>Less</i> Current Liabilities			
Sundry Creditors	85,910		
Deposit—Inscribed Stock Application	100,000		
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		185,910	13,667
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			415,433
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The Assets were provided from the following funds—			
The Victorian Railways Commissioners—			
for Capital Works			389,891
„ Administrative Costs		56,975	
Less Expended (Net)—See Note 1		31,433	25,542
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			415,433
			<hr/>

Note 1.

Administrative Costs and Interest for the period from 1st February, 1971 to the 30th June, 1971.

Salaries and Allowances		20,826
Other Administrative Costs		12,153
Interest Paid		2
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		32,981
Less Interest Received		1,548
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		31,433
		<hr/>

Note 2.

CAPITAL EXPENDITURE COMMITMENTS

Commitments for capital expenditure as at the 30th June, 1971 not included in the Statement of Financial Position, amounted to \$247,520 as follows:—

Construction Contract	\$	228,385
Office Partitions & Equipment		19,135
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		247,520
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W. L. R. DANIELS,
Secretary.

MELBOURNE UNDERGROUND RAIL LOOP AUTHORITY

AUDIT CERTIFICATE

The books and accounts of the Melbourne Underground Rail Loop Authority for the period from the 1st February, 1971, the date of constitution of the Authority to the 30th June, 1971, have been audited by an Officer acting under my direction.

Subject to my comments contained in *Notes A* and *B* hereunder, the foregoing statement of balances, read in conjunction with the explanatory notes, is in my opinion, properly drawn up so as to exhibit a true and fair view of the financial position of the Authority as at 30th June, 1971.

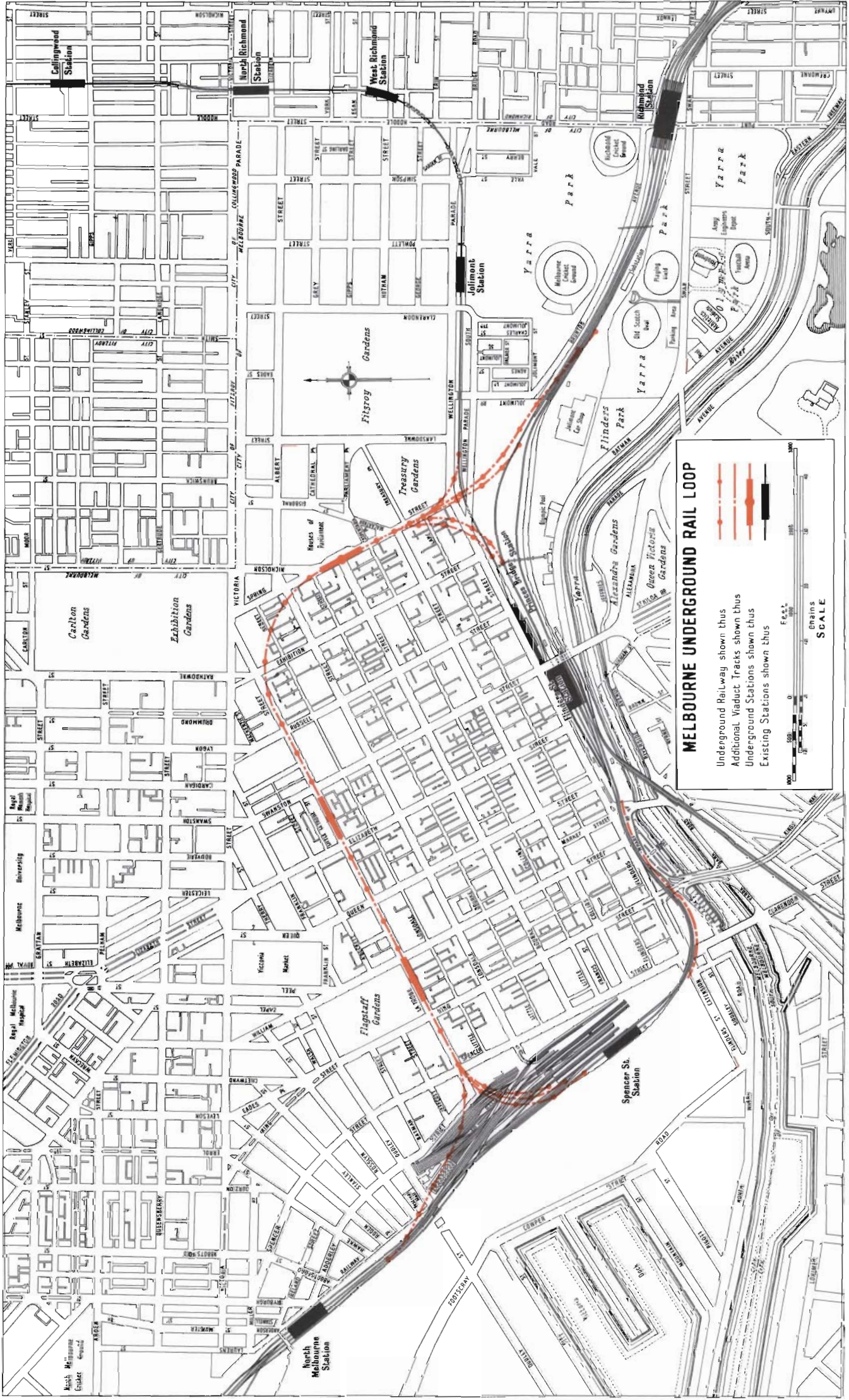
Note A: Interest on Investments — \$1548

The Authority does not appear to have the specific power under the Act to invest its funds other than in a sinking fund for loan redemption purposes.

Note B: Loop Development Account — \$400,610

This item includes an amount of \$292,000 paid to the Victorian Railways Department as part reimbursement of the costs incurred by that Department in the construction of the "Jolimont Flyover" during the year 1970-71. The Authority does not appear to have legal power to contribute to expenditure incurred prior to its constitution on 1st February 1971.

B. HAMILTON,
Auditor General
28th October, 1971



MELBOURNE UNDERGROUND RAIL LOOP

- Underground Railway shown thus
- Additional Viaduct Tracks shown thus
- Underground Stations shown thus
- Existing Stations shown thus

0 500 1000
 METERS
 0 100 200
 FEET
 GCHAINS
SCALE