

Ballarat Tramway Museum Inc.

Annual Report

1996-1997

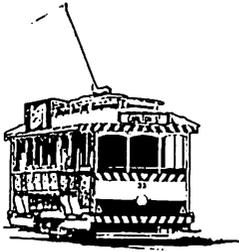


November 26, 1996 saw the handing over of 2km of new trolley wire to the Museum. Pictured are (left to Right), Member for Ballarat West, Paul Jenkins MLA, the Victorian Transport Minister, Alan Brown, City of Ballarat Mayor James Coghlan and Museum President, Richard Gilbert (Photo Carolyn Dean)

Ballarat Trams are Ballarat History



With the sun glinting off the new trolley wire, Peter Winspur and Simon Jenkins (kneeling) lift the wire into position on March 3, 1997. (Photo Carolyn Dean)



Ballarat Tramway Museum Inc.

MA2 MA2 MA2
Museum Accreditation Program
Registered Museum

Annual Report 1996-1997

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The Board

President	Richard Gilbert
Vice Presidents	Stephen Butler John Phillips
Secretary	Peter Winspur
Treasurer	Carolyn Dean
Board Members	Alan Bradley Andrew Cox Warren Doubleday Clayton Giles Len Millar Greg Rodgers

Mission Statement

The Museum's Mission Statement for its activities is:
Continue the development of a working museum to preserve the style of Ballarat's former street tramways and trams for the public benefit.

1. President's Report

Our museum has continued to advance during this past year. The development of the museum focus has seen donations continually added to our archives, and to match this inflow we have been delighted to receive a \$5,000 grant from the Premier of Victoria and the Ministry for the Arts to enable us to purchase a data base management system and computer equipment. This will allow us to be compatible with libraries and museums around the world in recording and filing our archives.

Another step forward and also investing for our future, was to purchase the members' house and the adjoining 5 acres of land at Bungaree. This will secure our occupancy of the house and return outgoing costs by agistment being offered for stock to graze the land. The investment in land of course develops financial security for the museum. Such is the good management of our Treasury that we were able to purchase the property from our own funds and no loan funds were required.

In keeping up with technology it is pleasing to say that we have a Home page on the Internet, and it has been visited by many people. During the year a Marketing Plan was developed. Len Millar undertook the project with much personal enthusiasm and was creative in his research. This well thought out document has been accepted by the board and it will be pursued with vigour. Marketing our product, principally tram rides and the museum, along with souvenir sales has to be constantly monitored to be at the forefront of

customer demand. For example, we have ridden well on the earnings of the enamel badge sales for over 20 years, but can now see a change in demand from the potential and traditional market. The search to find a consistent selling product to take up where enamel badge sales have tapered off is seen as a challenge. We have to be attuned to these changes in sales demand and be as best equipped as possible to meet them.

The Education Kit, developed by Alan Bradley, is an excellent resource for visiting school groups and offers so much in 'learning' for the students visiting our museum.

The Ballarat Begonia Festival worked well during March and positive discussions with Ron Egeberg, Director of the Festival, will see further co-operation in our task as the people mover during the Festival. One outcome will see the introduction of combined tram and admission tickets to various attractions in the Gardens at Festival time.

A welcome gift from the Government of Victoria was that of new trolley wire to enable us to rewire almost the full length of our tramway in Wendouree Parade. Member for Ballarat West, Paul Jenkins, was instrumental in pursuing our submission and we thank Paul for his genuine interest in our development. We were honoured to welcome the Minister for Transport, Alan Brown, along with Paul Jenkins and Ballarat Mayor, James Coghlan to our Depot on 26th November, 1996 for the handing over function. In the latter part of the year the City Council

resurfaced the bitumen on part of the tramway in Wendouree Parade. We thank the City for maintaining the roadway to the benefit of all users.

There were additions to our Traffic staff during the year which is heartening as we have had a period where the constant work of running the trams was handled by a few. We always need Traffic staff and encourage our members to inquire for details on this most rewarding part of being able to operate a tramway. I am also pleased to say that the input in the Workshop area has been equally heartening. Our younger members have, during this past year, blossomed at taking initiative and working most productively in the Workshop. Our strength is our Membership and we always need membership support. We welcome more hands to the task.

Last September saw representatives of our museum travel to Hobart to be part of the Biennial Conference of the Council of Tramway Museums of Australasia. This most successful conference provided an injection of ideas and learning for all and kept up our face to face contact with the 14 other member tramway museums around Australia and New Zealand. The next conference will be held in Christchurch, New Zealand, in June 1998 where our Museum will unveil the first of the plans for the year 2000 Conference to be held in Ballarat.

The museum is a member of the Central Highlands Historical Association, the Museums Association of Australia and the Council of Tramway Museums of Australasia.

Our traffic figures are positive and show well the continued support afforded to us

by visitors to Ballarat and its fine Gardens.

The assistance and financial grants by the Ballarat City Council and the Government of Victoria are gratefully acknowledged. We are genuinely indebted for the help these forms of assistance have made.

The Board has met regularly and continues to work hard and responsibly at the management task in a harmonious way. An initiative developed this year was to have every 3rd Board Meeting set aside as a Strategic Planning Meeting where matters quite strategic to the future of the museum could be fully discussed. The usual agenda is altered to allow for the formal requirements of reports from administrative areas and the remainder of the meeting time is devoted to the particular strategic matter. This initiative has made more quality time for the Board to consider matters whilst together at the one meeting.

I wish to thank all those members who have contributed their time so generously to the operation, management and furtherance of the Museum. The quality of workmanship, management skills and customer skills in the management of this valuable historical resource we are entrusted with is a credit to all those participants.

The Museum has continued to develop and progress. It is an active and rewarding task that we all do and I take great pride in heading this progressive organisation. We have had a positive year and reading further into this report will detail our operation.

Richard Gilbert

2. Secretary's Report

For the past few years I have felt that I should say a few words as Secretary and perhaps a few less as Traffic Manger. Although patronage has remained rather flat in recent years, the actual work performed by the administration of the Museum has increased dramatically as our attempts to increase our profile and look closer as our role as a Museum rather than just as a tourist attraction have begun to take effect.

The Secretary upgraded to a computer in June 1996 and with a proliferation of fax machines at key locations around the administration and the wonders of floppy disks we have somehow managed to almost keep up. When we can all afford it modems will be next. In the last few years the number of inwards correspondence items has increased by over 50%. Museum and rail safety accreditation are with us and I am indebted to Warren Doubleday for driving the paper warfare associated with this. Len Millar took on the task of Minute Secretary, giving me

more time to concentrate on correspondence and the running of Board meetings whilst Greg Rodgers has continued to stamp all the envelopes, fold and insert and then post our mail outs.

The management structure of the Society, in place for some 20 years, was revamped to better serve the Museum's current needs. The position of General Manager was abolished and all Managers now report directly to the Board. Responsibilities were rearranged. Len Millar agreed to take on the vacant and unenviable position of Marketing Manager which combines sales and the publicity.

This year's Annual Report is completely home grown. Warren Doubleday has not only scanned the photos but has printed them on his Laser printer to ensure the best possible quality at a reasonable cost.

I thank all the Board members for their support over the year.

Peter Winspur

2. Museum Services Manager's Report

The concerted effort in formally cataloguing our collection has continued over the last 12 months. Some 300 items were formally catalogued, primarily photographs and slides. This gives about 570 items in total. More material was received during the year and we are just keeping up with the arrivals. Assistance was provided by Simon Jenkins and Neville Gower. Further shelving was fitted to the Archives room to hold our expanding collection.

A grant application for a formal computer system to replace the "free" computer system was prepared and submitted during the second half of the year. This was successful and \$5000 was granted by the Ministry for Arts, under their "Housing the Arts" Program. This grant will enable us to purchase a copy of the Inmagic System, a data base management system which is used in many libraries and museums around the world, a laser printer, software and associated training.

Two important donations during the year were two "note and scrap books" kept by Mr. H. P James, who worked for both the Electric Supply Co. and the SEC. These books give a valuable insight into the operation of the trams and social life in Ballarat. The other donation was a framed set of black and white photographs taken by long time member George Netherway. These involved the delivery of the ex MMTB M class trams to Ballarat, the reconstruction of the tramway system in the mid 1930's and the extension to Lydiard St. North in 1937. Both these donations were co-ordinated by Neville Gower.

The Museum's Internet page was main-

tained by Andrew Cox during the year. We are one of the few tramway museums in Australia having its own web page.

Preparation of documentation for the Museum's Accreditation Program was commenced, and by the end of the year, about 25% of the necessary paperwork was in place. As part of this, the Board adopted a number of planning documents during the year, such as the Code of Ethics for Art, History and Science Museums. One important part was the development of an Education Kit, for use by visiting schools. This document was prepared by Alan Bradley and has received positive feedback from teachers.

Warren Doubleday

4. Marketing Manager's Report

Early in the financial year the Museum Board re-organised our administration, including the combining of Publicity and Sales under the new portfolio of Marketing. This new grouping is aimed at providing a better focus on our external image and appeal. We must gain from the exercise, because we cannot afford to lose patronage or fares revenue.

The busy tram service that we operate at key events (Begonia Festival and Springfest) is a "cheap" but very effective marketing tool! We are seen by thousands of Gardens visitors, we are seen to be carrying passengers, and we are seen to be a useful transit service. On board, passengers comment favourably on our friendly staff and the fruits of our preservation efforts.

Selective advertising was carried out during the year, and a large number of our re-printed pamphlet were distributed - especially to local motels and tourist attractions.

Free local media coverage seems to "happen easily" because the trams and our preservation efforts are seen as good "copy". Photos and articles appeared in "The Courier" and there was periodic coverage on WIN-TV's News accompanying the likes of the trolley wire hand-over ceremony and the busy Begonia Festival operations. It was annoying to have valuable pre-publicity for the February horse tram day negated by the non-appearance of the hired horses.

To try and maximise our Museum's exposure, to increase passenger numbers and gain needed revenue from extra sales of souvenir items, a Marketing Strategy Plan has been prepared. By June 30, finishing touches were being made to the Plan, including re-prioritising the (measurable) One Year and Five Year

Goals. This Plan will focus our energies and gain maximum value from our advertising dollars. We intend to focus some attention next financial year on increasing school charters and wholesale souvenir sales to local and interstate outlets.

Len Millar

5. Technical Services Manager's Report

A number of events of significance occurred during the past 12 months. The primary one was the donation of 2km of new copper trolley wire by the Minister for Transport, Alan Brown in November 1996. This donation has enabled us to renew the overhead between Gardens Loop and St Aidans Drive. The Museum has maintained the SEC's twin trolley wire arrangements on the single track section. During late 1997, it is planned to renew the section between Depot Junction and Carlton St.

Other important tasks that were undertaken were the commencement of resurfacing of Wendouree Parade, undergrounding of electrical and water services within the depot prior to hot mix surfacing, installation of water lines, some further renewal of sleepers and provision of fittings etc within the depot.

Tramcar Conservation

No. 12 - Gary Wood has continued with the manufacture/repair of the corner and intermediate pillars of this tram. The side framing of the saloon section is slowly but surely taking place.

Trams 1, 14, 18, 33, 38, 661 and 671. - generally in service and receiving

attention on a scheduled basis.

Trams 26 and 27 - an exercise to touch up the areas where the paint surfaces had deteriorated, roof repainting and other general refurbishment work was commenced near the end of the year. Both trams otherwise remain in a serviceable condition.

Tram 28 - was withdrawn last year for repairs and repainting. The tram was lifted during the year, exposing a broken piece of timber that rests between the truck and the saloon section of the body. A new sheet metal panel for the No. 2 end dash was ordered to replace the damaged one. This panel was damaged just before the tramway system was closed. Although some panel beating of this had been undertaken in early days of the Society, a total replacement was thought the best option.

Tram 13 - has a defective motor. The City of Ballarat, under its Council Contributions Fund, has granted \$9,000 to enable its repair. To enable an early return a motor will be swapped from No28.

Trams 11, 21 and 32 - in storage.

Warren Doubleday

6. Traffic Manger's Report

Apart from the annual Begonia Festival and "Springfest", which has also become an annual event, 1996-1997 will not be remembered as being particularly special. Like unemployment, patronage has remained rather "flat" at around 17,000 each year. Our revamped Marketing department is trying it's best to see this increase to nearer 20,000 but in the meantime our loyal traffic staff still come to "work" for some 177 or so days every year and give their best to enable visitors to Ballarat to enjoy a small reminder of the past.

"Springfest" in early November sees market stalls established around the whole of Lake Wendouree and has replaced the Begonia Festival as the most chaotic time for traffic. 1996 patronage was well up on the previous year as tired visitors made use of our "service" to travel around the Lake.

Frank Puls again ran the tram on Christmas day and good patronage again proved that many people want something to do during the afternoon.

A great disappointment in February was the short notice cancellation by our horse person which prevented Horse Tram No1 from running. There had been a long lead time for this event and much local publicity. It had also been timed to coincide with the Special General Meeting we had been required to hold. We are looking for a more secure commitment next time it is planned to operate No 1.

A hot January led to a very disappointing result and we had to wait for the Begonia Festival to see the trams really busy again. The Festival is going from strength to strength and we were able to break the record again on Labour Day with 1731 passengers. Overall for the ten days (one less than in 1996) we carried 5691 passengers which was slightly less than in 1996. Our crews worked with their usual dedication and enthusiasm.

No new drivers were trained during the year although our long time auditor, Robert Paroissien, commenced training in June. Another new conductor and future driver is Bill Whitford and he managed to get his (beardless) face in a superb picture in "The Courier" in no time. Our President, Richard Gilbert, comments in his report that we are always looking for additional traffic staff and I can only reinforce this call. We are all ageing and it will be a few years yet before our trio of youthful workers can drive in Wendouree Parade and eventually take over the reins if other commitments and girlfriends do not take them away.

My thanks to all who assisted during the year. I am always immensely proud of our continuing achievement. Few other fully volunteer museums even attempt to run every weekend and holiday every year. The response we receive from our visitors suggests that it is definitely worthwhile.

Peter Winspur

1996/1997 OPERATING STATISTICS

	DAYS RUN	KILOMETRES RUN	PASSENGERS CARRIED	AV PASS PER KM	AV KM PER DAY	AV PASS PER DAY
JULY	18	494.0	607	1.23	27.44	33.7
AUGUST	10	273.0	289	1.06	27.30	28.9
SEPTEMBER	16	535.6	843	1.57	33.48	52.7
OCTOBER	13	465.4	884	1.90	35.80	68.0
NOVEMBER	13	486.2	885	1.82	37.40	68.1
DECEMBER	15	561.6	1227	2.18	37.44	81.8
JANUARY	27	1094.6	2227	2.03	40.54	82.5
FEBRUARY	8	288.6	512	1.77	36.08	64.0
MARCH	19	1240.2	6708	5.41	65.27	353.1
APRIL	18	663.0	1732	2.61	36.83	96.2
MAY	9	296.4	440	1.48	32.93	48.9
JUNE	11	351.0	568	1.62	31.91	51.6
TOTAL	177	6749.6	16922	2.51	38.13	95.6
OVERALL	3815	163521.8	438305	2.68	42.86	114.9
Previous Year	182	6981.0	17773	2.55	38.36	97.7

Note: Overall Kilometre total excludes Km run in Melbourne.

1996/1997 TRAMCAR STATISTICS

CAR	1996 - 1997 TOTALS			PROGRESSIVE TOTALS		
	DAYS RUN	HOURS RUN	KILOMETRES RUN	DAYS RUN	HOURS RUN	KM RUN
1	0	0:00	0.0	2	4:27	15.6
13	0	0:00	0.0	203	903:19	5894.2
14	69	184:46	1154.4	997	4537:47	33056.4
18	35	172:03	1170.0	489	2150:41	14588.6
26	11	32:35	260.0	455	2072:12	18031.0
27	31	175:12	1099.8	1066	4773:19	35339.2
28	0	0:00	0.0	410	1823:42	12568.4
33	61	279:49	1937.0	783	3528:16	24528.4
38	6	26:22	187.2	206	560:15	3884.4
40	2	15:17	98.8	314	1157:21	9146.8
661	13	32:52	228.8	202	535:02	3445.0
671	22	92:28	613.6	202	484:48	3023.8
TOTALS		1011:24	6749.6		22531:09	163521.8
Previous Year		1034:14	6981.0			

Kilometres run are calculated by the number of trips multiplied by 2.6



Ballarat Tramway Museum Inc.

P O Box 632, Ballarat, Victoria, 3353

Tel/Fax: (03) 5334 1580

MP MP MP
Museum Accreditation Program
Registered Museum

9 October 1997

Dear Member

Re: 1996-1997 Annual Report

Due to an oversight the final page of the Auditor's Report for the Financial Year 1996-1997 as circulated in the Annual Report was missing.

It is to be found on the other side of this letter and I would suggest that it be inserted into your copy of the Report.

On behalf of the Board of Management of the museum I apologise for any inconvenience this omission may have caused.

Yours faithfully

A handwritten signature in cursive script, appearing to read "Peter Winspur".

Peter Winspur
Secretary

Ballarat Vintage Tramway

**AUDITOR'S REPORT TO THE MEMBERS OF
BALLARAT TRAMWAY MUSEUM INCORPORATED**

Scope

We have audited the financial statements of the Ballarat Tramway Museum Incorporated for the financial year ended 30th June, 1997 as set on pages 11 to 14. The Association's Board of Management are responsible for the preparation of the financial statements and the information they contain. We have conducted an independent audit of these financial statements in order to express an opinion on them to the members of the Association.

Our audit has been conducted in accordance with Australian Auditing Standards to provide reasonable assurance as to whether the financial statements are free of material misstatement. Our procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial statements, and the evaluation of accounting policies and significant accounting estimates. These procedures have been undertaken to form an opinion as to whether, in all material respects, the financial statements are presented fairly in accordance with Australian accounting concepts and standards and statutory requirements so as to present a view which is consistent with our understanding of the Association's financial position and the results of their operations.

The audit opinion expressed in this report has been formed on the above basis.

Audit Opinion

In our opinion, the financial statements present fairly the financial position of the Association at the 30th June 1997 and the results of its operations for the year then ended in accordance with applicable Accounting Standards and comply with the Constitution of the Association.

K.L. Paroissien & Associates
Certified Practising Accountants

Melbourne, 26th September, 1997

Ballarat Tramway Museum Incorporated
BALANCE SHEET AS AT 30TH JUNE, 1997

1996
 \$

ACCUMULATED FUNDS		
108011	Balance brought forward 30th June, 1996	106191
-	Plus Surplus for Year	4892
(1820)	Less (Deficit) for Year	-
-----		-----
\$106191	Balance carried forward 30th June, 1997	\$111083
=====		=====

THESE FUNDS ARE REPRESENTED BY:-

Current Assets			
107	Cash on Hand		26
8142	Australia & New Zealand Banking Group Ltd.		2206
23518	A.N.Z. Executors & Trustees		17531
3670	Debtors & Prepayments		964
10888	Stock on Hand (at lower of cost or sale value)	13071	
-----		-----	
46325	Working Capital		33798

Plus Non-Current Assets			
-	Land & Buildings (at cost)		20125
42323	Tram Depot & Trackwork (at cost)	42323	
(37706)	Less Provision for Depreciation	39822	2501

3201	Electrical & Overhead Equipment (at cost)	3201	
(3201)	Less Provision for Depreciation	3201	-

4101	Trams (at cost)	4101	
(3026)	Less Provision for Depreciation	3211	890

4130	Other Equipment (at cost)	4497	
(3101)	Less Provision for Depreciation	3525	972

200	Motor Vehicles (at cost)	200	
(200)	Less Provision for Depreciation	200	-

70210	Trams Restoration (at cost)	73343	
(20424)	Less Provision for Depreciation	23596	49747

6588	Museum Equipment (at cost)	6588	
(3309)	Less Provision for Depreciation	3618	2970

-----			-----
59786			77205
-----			-----
106111			111003

Plus Investments			
80	Shares (at cost)		80
-----			-----
\$108191			\$111003
=====			=====

**Ballarat Tramway Museum Incorporated
INCOME & EXPENDITURE ACCOUNT
FOR YEAR ENDED 30TH JUNE, 1997**

1996		
\$		
	Income	
2630	Members Subscriptions	2644
176	Donations Received - General	91
5397	- Museum	6400
3958	Surplus (Deficit) Souvenir & Kiosk Operations	2423
17707	Fares	16904
798	Advertising	40
490	Bungaree House Rent	373
-	Grant Received	2627
1916	Interest Received	1576
2348	Tram in Melbourne	-
-----		-----
35420		33078

	Less Expenditure	
1362	Advertising	1128
173	Bank Charges & Duties	198
2221	Bungaree House Expenses	1203
6174	Depreciation	6206
1797	Electricity	1322
377	General Expenses	979
4924	Insurance	4896
140	Land Rent	-
126	Motor Vehicle Expenses	128
3725	Printing & Stationery	662
259	Rates	297
10522	Repairs & Maintenance	8937
310	Subscriptions	290
1943	Telephone & Postage	1940
3187	Tram in Melbourne	-
-----		-----
37240		28186
-----		-----
(\$1820)	Surplus (Deficit) for Year	\$4892
====		====

Ballarat Tramway Museum Incorporated
STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED 30TH JUNE 1997

1996			
\$			
	Cash Flows from Operating Activities		
32130	Revenue from Operations	37089	
(31066)	Payments to Suppliers and Employees	(27044)	
1916	Interest Received	1576	
-----		-----	
2980	Net Cash provided by Operating Activities (see Note 2)		11621

	Cash Flows from Investing Activities		
-	Purchases of Land & Buildings	(20125)	
(1766)	Additions to Tram Restoration	(3134)	
-	Additions to Museum & Other Equipment	(367)	
-----		-----	
(1766)	Net Cash used in other activities		(23626)
-----			-----
1214	Net Increase (Decrease) in Cash Held		(12005)
30554	Cash at beginning of year		31768
-----			-----
\$31768	Cash at end of year		\$19763
=====			=====

NOTES TO THE STATEMENT OF CASH FLOWS

1. Reconciliation of Cash

For the purpose of the Statement of Cash Flows, cash includes cash on hand and in banks and investments in money market instruments. Cash at the end of the year as shown in the Statement of Cash Flows is reconciled to the related items in the financial statements as follows:

107	Cash on Hand	26
	Australia & New Zealand Banking Group Ltd.	
8142	- Cheque Account	2206
23519	A.N.Z. Executors & Trustees V2 Plus	17531
-----		-----
\$31768		\$19763
=====		=====

2. Reconciliation of Net Cash provided by Operating Activities to Operating Profit after Income Tax

(1820)	Operating Surplus (Deficit)	4892
6174	Depreciation	6206
	Changes in Assets and Liabilities	
(2163)	(Increase) Decrease in Debtors	2706
789	(Increase) Decrease in Stock on Hand	(2183)
-----		-----
\$2980		\$11621
=====		=====

Cash Outflows shown in brackets

Ballarat Tramway Museum Incorporated
NOTES TO AND FORMING PART OF THE
FINANCIAL STATEMENTS
YEAR ENDED 30TH JUNE 1997

1. Summary of Significant Accounting Policies

The Society's financial statements have been drawn up in accordance with the accounting standards of the Australian Accounting Bodies approved accounting standards. They have been prepared in accordance with the historical cost convention except for certain assets which are at valuation. The accounting policies adopted are consistent with those of the previous year.

(a) Depreciation

Depreciation is provided on a straight line basis on all tangible fixed assets, other than freehold land, at rates calculated to allocate their their cost or valuation less estimated residual value, against revenue over their estimated useful lives.

Where it has been impossible to determine the cost of an asset, the Directors' valuation has been used as the basis for calculating depreciation.

Major depreciation periods are:-

Trams	20 years
Motor Vehicles	7 years
Museum Site Improvements	20 years
Plant & Equipment	20 years

Additions and disposals are depreciated for a pro rata period in the year of acquisition or disposal.

(b) Income Tax

By virtue of its aims as set out in the Statement of Purposes the Society qualifies as an organization specifically exempted from ordinary income tax under Section 23 (g) of the Australian Income Tax Assessment Act.

(c) Inventories

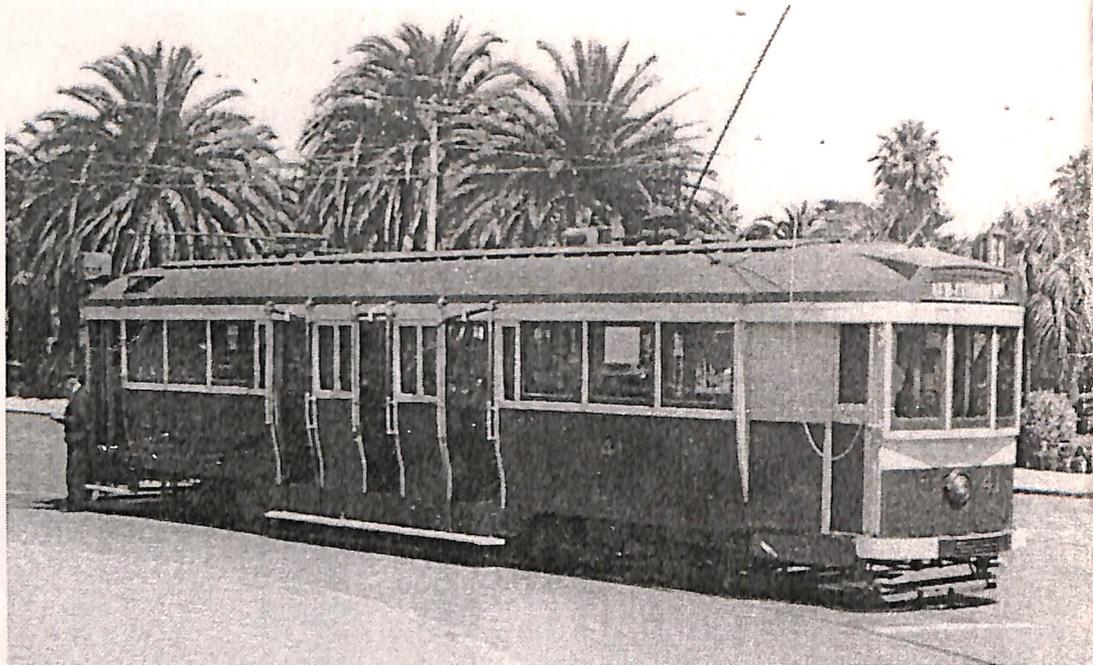
Inventories are valued at lower of cost and net realisable value, and include all costs incurred in bringing it to the society's store.



During the year, the Museum acquired the house it has been renting at Bungaree plus about 2Ha of surrounding land. (Photo Carolyn Dean)

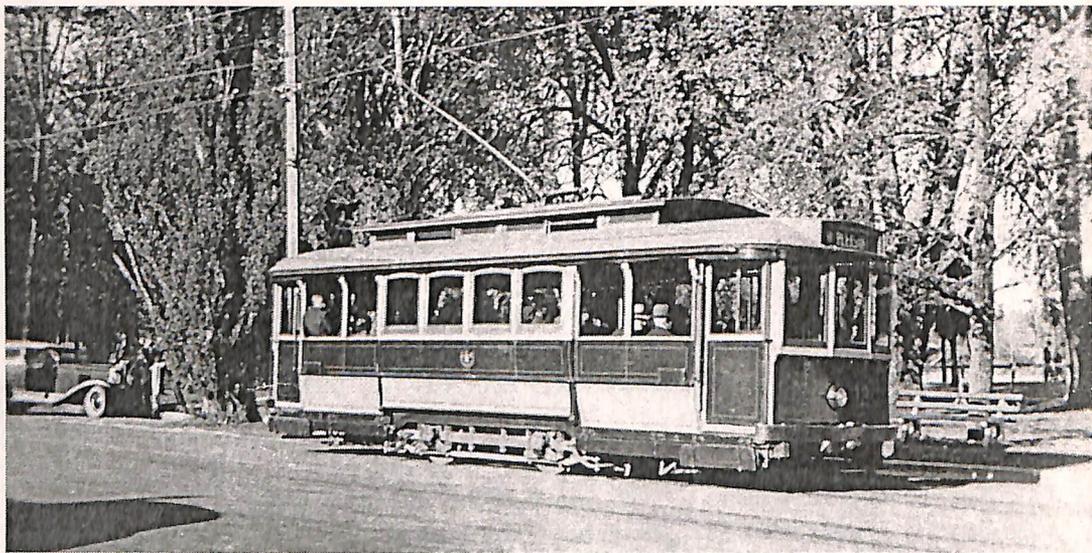


The 1997 Begonia Festival saw City of Ballarat Tram (W4 671) operating part of the intensive service required at Festival time. Simon Green and Richard Gilbert pause momentarily at Carlton St. on March 8, 1997. (Photo Carolyn Dean)



MMTB E41, later to become SEC Ballarat 38 is pictured on the St Kilda Balloon Loop, Melbourne in its war time appearance on January 1, 1943.

(Photo Wal Jack, BTM Archives)



SEC No. 12 waits at the Gardens Loop for its next trip to Mt. Pleasant in October 6, 1940. Note the steps which are folded up. (Photo Wal Jack, BTM Archives)