

Ballarat Tramways Run At Loss

During the year ending July 1, 1954, the Ballarat tramways' loss totalled £74,369. This is stated in the 35th annual report of the State Electricity Commission.

The report states that the commission's area of supply in Ballarat covered 376.6 square miles, and during the period under review 51.189 million kwh were sold in the district.

The Ballarat centre served by the commission includes Ballarat City, Sebastopol, Wendouree, Mount Clear and Nerrina.

In the population of 47,350 in the centre, total num-

ber of consumers was 14,225. Farms numbering 1125 were supplied with electricity.

Supply of electricity was first undertaken by the Commission to Ballarat City on July 1, 1934. On June 30, 1947, Mount Clear was supplied for the first time and Nerrina on September 10 that year.

The annual report of the State Electricity Commission has disclosed that the Geelong Tramways lost £86,480; Ballarat £74,369; and Bendigo £67,067.

TRAMWAY REVENUE UP.

The State Electricity Commission of Victoria in a report presented to Parliament yesterday states that a loss of £27,821 resulted from the operation of three tramway systems of Ballarat, Bendigo and Geelong for the year ended 30th June last, compared with a loss of £50,212 in the preceding year. The respective losses were: Ballarat, £5482; Bendigo, £15,071; and Geelong, £7268. The total revenue was £109,955, an increase of £20,384 (22.8 per cent). The number of passengers carried—12,638,901—was the highest on record, and represented an increase of 2,759,736 (27.9 per cent), principally owing to the regulated use of petrol and to greater industrial activity. The total expenditure was £133,776, a decrease of £2008 (1.4 per cent). At the request of the Commonwealth Government, the report states, the Bendigo tramway system is being extended from the Lake Weerona terminus to the Thunder St. railway crossing. The Commonwealth will advance the capital cost of construction, estimated at £12,400, with the provision that if, during the next ten years there is any profit on this extension, it will go to the Commonwealth until the advance is met.

1941-42

Provincial Tramway Losses Higher

For the year ended June 30, 1949, the operating loss on Ballarat's tramway system was £29,086.

Loss at Geelong was £38,924, and at Bendigo £40,431, and the total for three systems was £108,441, compared with £78,722 in the previous year.

These figures were taken from the SEC 30th annual report, released yesterday.

Passengers carried on the three systems numbered 16,341,546, an increase of 3.1 per cent. Revenue increased by 2.7 per cent. and expenditure by 15.1 per cent.

Increased fares, which operated from September 15 last, are expected to increase revenue by £49,600 a year, and so reduce losses borne by the Commission's consumers.

Consumers

Figures for Ballarat show the number of electricity consumers as 15,243 in an area of 225.4 square miles. Numbers of farms supplied is shown at 494.

Increases of approximately 900

1948-49

S.E.C.'s TRAMWAYS LOSSES £16,406

MELBOURNE, Tues. —The result of the operations of the State Electricity Commission for the year ended June 30 last was a net profit of £662,778, which after the deduction of appropriations, left a surplus of £63,463.

This was stated in the annual report of the Commission tabled in Parliament to-day.

The report showed that the losses on the Ballarat, Bendigo and Geelong tramways totalled £16,406.

On these three undertakings the gross earnings were 146,503. Costs were £155,845, plus £7064 for interest.

BALLARAT TRAMS RETURN SMALL SURPLUS

A loss of £16,406 resulted from the operations of the tramways systems of Geelong, Bendigo and Ballarat during the year ended June 30 last, compared with £21,503 the previous year.

Losses at Bendigo and Geelong were £14,188 and £3165 respectively, while at Ballarat there was a surplus of £947.

This information appears in the annual report of the State Electricity Commission, tabled in Parliament to-day.

It further states that the total revenue from the three systems was £156,503, a decrease of £102. The number of passengers carried—16,514,067—decreased by 201,349, chiefly as the result of the closing of military camps and reduced activities in munition and other defence establishments.

The total expenditure was £162,909, a decrease of £5199.

Tramway capital is now almost wholly written off, and this decrease is the sole result of a further reduction in annual capital charges.

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