



# Annual Report 2014





# Walhalla Goldfields Railway Inc.

## *Annual General Meeting 4th October, 2014*

*1pm at the Walhalla Mechanics Institute*

### **AGENDA**

1. **President's welcome**
2. **Apologies**
4. **Minutes of AGM 2013** held on Saturday 12 October 2013
5. **Reports**

President: Mr Michael Leaney  
Treasurer: Mr Robert Asworth

6. **Results of Board Elections**

*The following were declared vacant as at 4 October, 2014*

Michael Leaney	President
Graeme Skinner	Secretary
Derek Kypriotis	Ordinary Board Member
Graham Valance	Ordinary Board Member
Michael Fozard	Ordinary Board Member
Philip Milbourne	Ordinary Board Member*
Dan Beavis	Ordinary Board Member^

\* Resigned from board due to work commitments April 2014

^ Co-opted to board in July 2014

*Nominations*

Michael Leaney	President
Graeme Skinner	Secretary
Derek Kypriotis	Ordinary Board Member
Graham Valance	Ordinary Board Member
Maxine Holden	Ordinary Board Member
Dan Beavis	Ordinary Board Member^

^ Dan Beavis has elected to hold the 1 year position and will eligible for re-election in 2015

7. **Appointment of Auditor**
8. **Special Business of which 21 [twenty one] days clear notice has been given**  
a. nil
9. **Life Member Presentation**
10. **Close and afternoon tea**



# Walhalla Goldfields Railway Inc.

## *Annual General Meeting 12th October, 2013*

### *MINUTES*

#### Attendees – as per attendance sheet

1. **President's welcome:**

2. **Apologies:** Ken Wilson, Shaun Bennett, Victoria Whealan, Colin Giles, Jim Rae, Brian Castle, Mal Gibson, Simon Parsons, Rod Watson, Philip Milbourne.

2.1 **Welcome to David Balfour** – chair of the Tourist Walhalla Railway Committee of Management.  
**Welcome to Adrian Ponton** – registrar of Tourist & Heritage Railways, Public Transport Victoria.

3. **Legal Update:** On Sunday 6th of October, WGR was served with a summons that the AGM be set aside. A representative of WGR had to attend court on the morning of Thursday the 10th. Michael Leaney prepared and attended court on the Railways behalf. The hearing was adjourned to Friday the 11th.

Again Michael Leaney attended court on Friday; the judge's verdict was passed down at 2.30 on Friday afternoon with the case being lost by the plaintiff.

Two important things to take note of that Ms S Moser and Mr T Inger failed to appear. Mr N Telehus was not in a position to act on their behalf, so their action was struck off the summons.

The arguments Mr Telehus brought was that,

- he had not been properly reinstated to the railway membership, he had been, but Mr Telehus would not accept the ruling.

- he refused to sign the renewal form, the code of conduct section – Mr Telehus made the point that the code of conduct was a new rule under the constitution - this was not the case; the code of conduct had been developed by the WGR Board and had been introduced to be included on our membership and renewal forms.

- One important thing, during the time we were in court, Mr Telehus showed he didn't care about anyone's thoughts, or imposts on the viability of WGR or people's time- in short he has no good faith.

Henry Winter: On behalf of the members past and present I would like to pass a vote thanks to Michael and others who have had to deal with the legal problems relating to these three people.

4. **Minutes of AGM 2012**, Saturday 22 September 2013 were moved true and correct by  
Moved/ Phillip Kamay                      Seconded/ Sue Campbell .....Carried.

5. **Adrian Ponton** addressed the meeting about the role of his job and the position of the Tourist & Heritage Railways and Public Transport Victoria, on areas of concern relating to the running of tourist railways like ours. The rules governing the management of tourist and Heritage railways have changed over the past few years; tourist railways are not toys for the boys to run every now and then, the WGR has to conform to all government rules and regulations. We have to read and act on all up dates from government as they emerge; we have to treat the railway like any other working business and pay attention to all safety rules.

## Challenges -

- my role is to help steer a way through the process
- tourist market – means not carrying freight – purely an enjoyable experience for customers.
- work has been done by ATR (Australian Tourist Railways) to help all tourist railways through government paper work.
- Tenure- DSE- hold the land- needing a transfer from one Govt agency to another.
- Good governance- new work safe rules – new model rules for all not for profits.
- role of registrar is ongoing support to sector to help all railways.
- Working With Children Check (WWCC) very important for all members working with children to have completed this form.
- Government could close railways down by non-compliance to simple rules – which sometimes personnel on railway's don't think are pertinent.
- Areas where Walhalla has benefited are the allocation of assets. It is not my decision who gets what. In the past all surplus material was sold off for scrap - we now have a role in saving material to pass on to rail organizations that need it and can use it.
- Next year WGR will receive a crane truck and verandah posts from Springvale station.
- Before Christmas I would like to see the formation of various groups representing different types of railways up and working, ready to lobby government agencies.
- It is very important for each railway to have an official well documented asset register – with no come backs for expensive machinery for the lack of proper paperwork.
- We are in the process of putting together a cross promotional DVD and booklet, advertising all the tourist railways and tram lines. These items will be available soon; the registrar's office has picked up the production cost of the promotional material.
- Recruitment- I would like everyone here to try and recruit at least two people each, under the age of sixty to help out at WGR.
- Training- is a challenge for all railways, training must be completed in a professional manner and meet all government regulations.
- Business focus- plans need to be sent to government- these need to be set out in a professional manner- not pie in the sky ideas but backed up with solid data.

Question. How common is lack of safety within railways?

- A. New national models have a duty of care to all people. If a volunteer is hurt, it is now treated like any industrial accident which will involve all pertinent government agencies, eg. Work care, work safe. For some time our railways have been reactive rather than proactive. In the formative years of the railway Dr. Dick Day encouraged WGR to take small manageable steps towards accreditation; we have learnt a lot from his report.

## 6. President's report:

Before Michael Leaney addressed the meeting he made note that an error had been made in the incorporation number on the paper work handed out at the meeting. It should have read A00226304V, he asked if the paperwork was acceptable as he had highlighted this mistake. Members present had no objections.

Michael Leaney spoke to his report which is was tabled.

Questions from his report.

Question. Erica station yards – Erica caravan park- what has been the outcome with Baw Baw Shire concerning this land.?

- A. There is a five year lease on the property, if we want the land it is available. It will cost about six

million dollars to work back to the T intersection, then the next two kilometres will be the most expensive costing about ten million – with a siding under the road – Jacobs creek bridge- buying land along the way. To get back to the T intersection we have to work on bridge 9 and 10, earth works around bridge 11. We will need extra locos and new carriages. Medium term the route back to Bulla road is easy compared with the last two kilometres into Erica.

Question. Storage yard?

A. We have the use of Erica depot to store equipment and materials. Mill Park is not available to us unless we buy it.

Question. With the transition of the office to Walhalla what has happened to past records? They are very important for corporate memory.

A. All records have been safely stored in filing cabinets either in the new office or in the carriage shed just down from the station. Roger Lindsay has overseen much of this work. All current documents are housed in the Walhalla office and we are using the carriage shed for archived documents.

Question. Have we got a grant application in?

A. No

Question. Will another station be built at Bulla Bulla Road?

A. Yes, the station will be built at road level; the platform will be lower down the slope. The station will be at the start of the road and will help by reducing traffic driving into Walhalla by road.

Report was moved by M Leaney. S/ Jan Wilson.....Carried.

#### **6A. Treasurer's report:**

Rob Ashworth thanked Sue Campbell for her term as past treasurer, Lynda George and Michael Gerrard for their work in preparing the financial figures for the Board each month and for the preparation of figures and reports for the AGM.

Robert Ashworth spoke to his report which was tabled.

Question. David Balfour – asked about a grant which may help the railway to finance the proposed verandah. Putting Locals first grant,

A. We have planning permits already in place for the verandah project. We have an external project manager who will oversee the project. We hope to start the new building early in the new year. The design will include plastic cladding which will be able to be pulled down for warmth in winter. The plan also includes the sealing of the car park.

Question. In this year's figures there is a high price for biscuits.

A. We didn't have them last year – the income from these items should be put towards the revenue raised from the Centenary, as well as the sales of the DVD.

At the moment we have assets of over \$100,000.00 with no borrowings.

Report was moved by R Ashworth Seconded/ Sue Campbell.....Carried.

## 7. Board Elections:

Vice-President - Phillip Kamay [one nomination, no election required]  
Treasurer - no nomination see item 9.1  
Ordinary Board member - 4 nominations for 4 members. Ballot held to determine 1 year position.

No election was required due to nominations matching vacancies. Stuart Laing read out the results of the ballot to determine the 1 year position. He received 82 voting papers, 2 were invalid. The first three candidates were elected for a two year period and the last person for a one year period.

25 votes Jan Wilson  
22 votes Roy Guy  
17 votes Philip Milbourne  
16 votes Derek Kypriotis

Roger Lindsay was thanked by Michael Leaney for his service as Vice-President. Sue Campbell services to the railway as Treasurer and her extensive work during legal proceeding were acknowledged by Michael Leaney and she was wished well in her new life as a “grey nomad”.

## 8. Appointment of Auditor: Rob Ashworth moved that Aaran Murray & Co. chartered accountant be appointed as auditor for the next financial year.

M/ R. Ashworth S/ S. Laing.....Carried

## 9. Special Business [which 21 days notice was given] – Constitution

Our present constitution remains as our rules until the new act comes into being in November this year. This is when we will be operating under the new constitution.

Special Business of which 21 (twenty one) days clear notice was given:

- Acceptance of Proxies (Stuart Laing- Returning Officer)
- Constitutional amendments – Speakers FOR/AGAINST

Question. Rule 9.4 in the draft to reject a member without cause, has this rule changed?

A. No this rule is in our present constitution.

Question. Purpose, what is this all about?

A. The purpose of what we want the railway to be and do, to operate eventually every day. Operating daily has been our objective since we first started.

**MOTION:** That the membership of the Walhalla Goldfields Railway Inc. ABN 50 886 279 186 / A00226304V, accept the proposed Constitution with amendments based on the new Model Rules as outlined in Schedule 4 of the Associations Incorporation Reform regulations 2012 and in accordance with the Associations Incorporation Reform Act 2012 as the new Constitution of the Walhalla Gold fields Railway Inc.

Moved/ D. Kypriotis Seconded/ G. Vallance.....carried unanimously. No abstentions

### 9.1 Treasurer's position:

Nominations were called from the floor for the treasurer's position - Rob Ashworth was nominated. No other nominations were put forward. **MOTION:** Rob Ashworth be elected as treasurer.

Moved/A. Stephens. Seconded/ B. Holmes.....Carried.

## 10. Life membership presentations.

Michael Leaney spoke of two members who were part of the foundation of the railway many years ago, their work and commitment. Andrew Stephens and Bernie Holmes were called forward to accept their presentation. They both addressed the meeting about their role in the early years of the organization and remarked and marvelled at how far we had come over the years.

11. Michael Leaney closed the meeting at 3.30, everyone enjoyed afternoon tea.



LEFT: Sue Campbell is thanked for her service as Treasurer to the WGR and for coordinating the railway's response to legal proceedings...she is now set for a life as a "grey nomad" wandering Australia in her campervan.



RIGHT: Roger Lindsay is thanked for his service to the WGR as Vice-President.



LEFT: Andrew Stephens and Bernie Holmes are presented with Life Memberships of the Walhalla Goldfields Railway in recognition of their service and as founding members of the organisation.



# Walhalla Goldfields Railway Inc.

## *Annual General Meeting 4th October, 2014*

### *PRESIDENT'S REPORT*

I am delighted to advise members that the 2013-14 year has been a very productive year of consolidation for our railway. We have had comparatively minimal adverse weather events and thankfully no fire impact. Our operating income from train running, events and merchandise has improved over the previous year, which was greatly helped by a particularly successful month of Saturday night trains as part of the Walhalla Vinter Ljusfest festivities. These trains were a sellout and contributed welcome income during the traditionally quiet August period.

In terms of major projects, the standout issue for the year has been the Walhalla Station project, entirely managed by Robert Ashworth. Whilst a Council Planning Permit was received in early 2013, WGR had no funds to progress the work. Thanks to a very generous gift of \$25,000 from the estate of former member Peter Brumm, it was possible to apply for State Government funding for the \$100,000 project. After a lengthy application process, a grant approval of \$60,000 was received in late April with the balance to be provided by WGR. Despite a significant range of town planning issues and an objection that was not disclosed by Baw Baw Shire Council, everything is now resolved and it is hoped that the work to construct the verandah and seal the platform with asphalt will be completed prior to Christmas 2014. I must also thank Lewis McNaughton Pty Ltd for their invaluable advice and planning as the appointed project managers.

Our rollingstock and track/bridges have all been well maintained, with much behind the scenes work on mechanical maintenance as well as a program to completely renew the aged NSW Railways vinyl seating on our passenger cars. A major milestone was the completion of a long term project to fit sleeper plates on the entire line. These reduce wear and tear on sleepers and hold the track firmly in place. Because of the need to transition to daily train running, conceptual plans have been developed for a small railcar which could be used on days of light traffic, mid-week running and for charters. This concept has been well received by politicians and agencies who see the need for the Walhalla Goldfields Railway to move to daily operation to meet market demand and improve the business case for extending the line towards Erica.

If we are to be serious about eventually extending the railway towards Erica, daily operation this is a must for the WGR. We have continued ongoing promotion of the railway to local Members of Parliament, Baw Baw Shire Council, Latrobe City and a wide range of tourism interests, with VIP briefings conducted in Morwell. However, until such time as Council nominates WGR as a regional priority, there is no prospect of significant funding being provided from any level of government. Our two Ward Councillors (David Balfour and Deb Brown) continue to advocate for Walhalla and I am grateful for their ongoing assistance.

We were fortunate that the West Gippsland Catchment Management Authority carried out a major remediation project to reinstate the west bank of the Thomson River adjacent to the Thomson Station Way and Works depot. This was very welcome as we were concerned about the access road and our priceless collection of railway artefacts eventually falling into the river!

In relation to station and train operations, we have redesigned our timetable to cease 7 day a week operation in the second half of January to then have daily trains in the September [2015] school holidays. This reflects the reality of more total fire ban days and reduced passenger numbers when there is fire activity around, even if it is hours away from Walhalla. During the Morwell fires in February 2014, we were pleased to offer greatly discounted fares to residents of that town so they could have a respite outing to our area. The team at the Traralgon Visitor Information Centre [operated by Latrobe City] deserve a special mention for their ongoing promotion of the WGR and Walhalla as a key tourism destination for the region.



Lynda George and Jan Wilson have introduced very snappy new staff uniforms as well as an increased range of souvenir products at both stations. A new online rostering system was implemented for station staff and this has been very well received by making the task of rostering easier and enabling long term planning.

We plan to fully repaint Walhalla station in coming months and there has also been some tidying up and redesigning the inside of Thomson station, which was looking very tired. The Goods Shed in Walhalla will have a proper ceiling installed to make it more user friendly. During the past year we have upgraded facilities in the kitchen at Walhalla with two new ovens installed and repairs to the fridges.

Earlier in the year I was appointed to the Tourism & Heritage Railways Advisory Board to represent the four narrow gauge railways in the state. It's an honour to be part of this board that is tasked with the role of ensuring the Tourism & Heritage Railway [and tramway] sector is viable in the long term and provides an important community and tourism role for the state of Victoria. I would like to thank Adrian Ponton, Registrar of T&H Railways and Brad Murnane [Project Manager, T&H Railways] for their invaluable advice and assistance. In the past year, the WGR has been the recipient of various items of important equipment via an EOI process where T&H railway are offered materials first rather than scrap dealers.

2014 marks the 20th anniversary of the commencement of train operations as well as the completion of the total restoration of the Thomson River bridge. Despite the ravages of weather affecting our track and our sometimes troublesome train set, the show has gone on throughout that period. We are recognised as a signature attraction in Gippsland that is reliable, well presented and with great staff.

Once again, I would like to close this message with my greatest thanks to all those who work so hard – the army of volunteers who keep this great mountain railway alive – you are all hugely appreciated. Without such a great team of volunteers, it would not exist and I would like to acknowledge the fact that the travelling public feels the same way. Each of us has our own part to play, some in the public view but a lot more is behind the scenes and equally as important. The Walhalla Goldfields Railway has achieved the miracle of recreation from nothing...and possibly just as important, it has achieved a 20 year operating milestone with many of the early volunteers still here and committed.

Best wishes.

**Michael Leaney**



# Walhalla Goldfields Railway Inc.

## *Annual General Meeting 4th October, 2014*

### *TREASURER'S REPORT*

- 2013-14 year has been a very productive year of consolidation for our Railway. We have had comparatively minimal adverse weather events and thankfully no fire impact.
- Operating income from train running, events and merchandise increased over previous year
- Increased income from Ljusfest special light trains
- Net profit overall of \$52,518, substantial funds of \$160,032 held at bank (includes \$25000 from Peter Brumm Estate)
- Note that Non Current Assets will be revalued in the current financial year.
- Significant reduction in maintenance costs (2012/13 was artificially high because of the funded project to replace defective piles on Bridge 6)
- Funding approval of \$60,000 received from Regional Development Victoria for Walhalla Station verandah construction and sealing of platform – will be paid 14/15 financial year.
- Because of the restored financial situation, WGR has been able to commit funds to the verandah project as well as planning a full external repaint of Walhalla station in 2014/15 as well as the rebuild of goods shed ceiling.
- Full review of insurance coverage and gap identification being carried out post the September 2014 robbery at Thomson Works shed.

The Australian Taxation Office has advised that following a review of eligibility for museums to be listed as 'Deductible Gift Recipients', the WGR has retained its status for being able to accept tax deductible donations.

### **Auditor**

It is recommended that Aaran Murray & Co of 22 Hazelwood Rd Morwell be re-appointed as WGR auditor for the 2014/15 financial year.

### **Behind the scenes**

Thanks are once again due to Michael Gerrard, the Railway's bookkeeper who has tirelessly ensured that our financial management and external reporting is right up to date. Michael and Lynda George work very closely on the ever increasing day to day demands of financial administration. Lynda and Jan Wilson are also owed our thanks for greatly increasing our presentation of sales stock.

### **Robert Ashworth**

# **AARAN MURRAY & CO.**

## **CHARTERED ACCOUNTANT**

22 Hazelwood Road  
PO Box 1211  
MORWELL VIC 3840

03 5134 2711 BH  
03 9796 1615 AH  
03 5133 8223 Fax

September 17, 2014

### **WALHALLA GOLDFIELDS RAILWAY INCORPORATED** **INDEPENDENT AUDITOR'S REPORT** **FOR THE YEAR ENDED 30<sup>th</sup> JUNE 2014**

To the members of the Walhalla Goldfields Railway Inc:

#### **SCOPE**

We have audited the attached special purpose financial report of the Walhalla Goldfields Railway Inc for the year ended 30<sup>th</sup> June 2014, comprising Profit & Loss Statement and Balance Sheet. Committee of management is responsible for the preparation and presentations of the financial report and the information contained therein. We have conducted an independent audit of the financial report in order to express an opinion on it to the members.

Our audit has been conducted in accordance with Australian Auditing Standards. Our procedures include examination, on a test basis, of evidence supporting the amounts and other disclosures in the Financial Report. These procedures have been undertaken to form an opinion as to whether, in all material respects, the financial report is presented fairly in accordance with the requirements to the financial statements.

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

#### **Qualification**

Due to the internal recording processes and presentation of the association's business records, it is impractical to verify all monies received by the Walhalla Goldfields Railway Inc. Accordingly, our audit is limited to the amounts recorded.

#### **Audit Opinion**

In our opinion, subject to the afore said observation, the financial report present fairly the financial position of the Walhalla Goldfields Railway Inc. for the year ending 30<sup>th</sup> June 2014, and the operational result for the year then ended in accordance with the Australian Accounting Standards.



**A.V. MURUGIAH, F.C.A.**  
**REGISTERED AUDITOR No 10582**

**WALHALLA GOLDFIELDS RAILWAY INC.****PROFIT & LOSS STATEMENT, for the year ended 30 June 2014**

<b>REVENUE:</b>	<b>2014</b>	<b>2013</b>
Ticket Sales	179,954	155,722
Functions Income	1,676	1,068
Charters	17,750	19,400
Jazz on Track	4,226	7,273
Murder W Express	0	5,113
Refreshments	14,078	13,556
Souvenirs	18,516	11,852
Books	0	3,706
Biscuits	0	1,984
Hiking Sticks	0	181
Pins	0	9
DC Loco Fundraising	451	0
Polo Top Sales	0	686
Sleeper Sponsorship	115	375
Donations	3,243	1,653
Verandah Funds (Brumm & Others)	25,545	0
Grants	2,364	42,727
Memberships	3,969	5,301
Interest Received	2,234	2,018
Fuel Tax Credit	3,035	0
<b>TOTAL REVENUE</b>	<b>277,154</b>	<b>272,625</b>
<b>EXPENSES:</b>		
Accountancy	570	550
Administration (Bookkeeper)	3,115	10,619
Advertising	7,415	6,756
Bank Charges	1,545	1,409
Business Plan	0	2,250
Catering Expenses	2,662	2,703
Catering Equipment	0	9
Centenary Expenses	0	40
Conferences	614	0
Depreciation	11,744	12,808
Electricity	3,640	3,557
Fuels & Oils	17,971	20,537
Less Fuel Tax Credits	0	-3,972
Function Expenses	4,245	6,934
Haulage	975	550
Inspections	800	428
Interest	1,648	1,317
Insurance -Building	3,824	3,989
Insurance - Public Liability	28,805	26,758
Insurance - Directors Liability	1,759	1,993
Insurance - Worksafe	380	0
Legal Expenses	7,084	9,929
Maintenance -Bridge	320	30,427
Maintenance - Rail & Track	8,801	26,208
Maintenance - Rolling Stock	10,614	21,778
Maintenance - Station	4,438	5,741
<i>Total Maintenance</i>	<u>24,173</u>	<u>84,155</u>
Verandah Expense Acquittal	3,000	0
Medical Expenses	1,414	4,488
Motor Vehicle Expenses	5,968	1,572
MTV3 Project	0	182
Office Items	4,286	2,103
Postage	1,057	1,488
Printing	755	4,495
Rates, permits & Fees	581	1,638
Stock Purchases	18,151	27,573
Subscriptions	868	682
Telephone & Internet	4,046	4,810
Tools & Equipment	2,969	1,179
Travel Allowances	7,414	3,127
Training	906	862
Volunteer Amenities	2,669	0
Protective Gear, uniforms	6,325	0
Waste Disposal	4,078	2,880
Wages	34,031	17,100
Superannuation	3,148	1,539
<b>TOTAL EXPENSES</b>	<b>224,637</b>	<b>269,037</b>
<b>NET PROFIT/(LOSS)</b>	<b>52,518</b>	<b>3,588</b>

**WALHALLA GOLDFIELDS RAILWAY INC.****BALANCE SHEET****AS AT JUNE 30TH, 2014**

<b>MEMBERS FUNDS:</b>	<b>2014</b>	<b>2013</b>
	<b>\$</b>	<b>\$</b>
Retained Earnings	248,294	244,706
Surplus	52,518	3,588
	<u>300,812</u>	<u>248,294</u>

This is represented by :

**CURRENT ASSETS:**

<i>Bank Accounts</i>		
125314781 Cheque 1201	114,993	36,192
133001008 Term Deposit 2502	37,149	35,791
133001065 Term Deposit 2503	-	11,849
133001115 Term Deposit 2504	7,640	6,620
Undeposited Funds	250	601
<b>Total bank Accounts</b>	<u>160,032</u>	<u>91,052</u>
<i>Petty Cash Accounts</i>		
Station Float	500	500
Walhalla Till Float	550	550
Thompson Till Float	500	250
Walhalla Station Reserve Float	500	500
Operations Float	-	50
Crew Roster Float	-	25
Way & Works Float	-	100
Thompson Reserve Float	-	200
<b>Total Petty Cash Accounts</b>	<u>2,050</u>	<u>2,175</u>
Stock on hand	14,019	11,756
Trade Debtors	94	1,331
<b>Total Current Assets</b>	<u>176,194</u>	<u>106,314</u>
<b>NON CURRENT ASSETS:</b>		
Leasehold Improvements	39,598	39,598
Less Accumulated Depreciation	(11,898)	(10,370.40)
Plant & Equipment	177,021	174,294
Less Accumulated Depreciation	(63,422)	(53,213)
Office Equipment	2,027	2,027
Less Accumulated Depreciation	(2,015)	(2,007)
<b>Total Non-Current Assets</b>	<u>141,312</u>	<u>150,329</u>
<b>Total Assets</b>	<u>317,506</u>	<u>256,642</u>
<b>CURRENT LIABILITIES:</b>		
<i>GST Liabilities</i>		
GST Collected	-	92
GST Paid	(699)	(805)
<b>Total GST Liabilities</b>	<u>(699)</u>	<u>(712)</u>
Trade Creditors	12,751	9,061
MBL PL Insurance Loan	4,642	-
<b>Total Liabilities</b>	<u>16,694</u>	<u>8,348</u>
<b>NET ASSETS</b>	<u>300,812</u>	<u>248,294</u>

	Leasehold Improvements	Purchase Price	Purchase Date	Total	Opening WDV	Type	Depr. % Rate	Depreciation	Closing WDV
1	Carriage Shed	4,292	3/08/05	4,292	2,786	D	5.0	139	2,647
2	Pile Bridge	1,091	29/07/05	1,091	708	D	5.0	35	673
3	Sleepers	4,380	17/07/05	4,280	2,641	D	7.5	198	2,443
4	Shed	29,835	3/07/08	28,351	23,091	D	5.0	1,155	21,937
		39,598		38,014	29,227			1,527	27,700

**Office Equipment**

1	Computer Software (MYOB)	500	10/12/04	500	0	D	40.0	0	0
2	Computer Software	1,527	10/12/04	1,527	20	D	40.0	8	12
		2,027		2,027	20			8	12

**Plant & Equipment**

1	Loco additions	1,500	1/07/04	1,500	745	D	7.5	56	689
2	Bogie refurb	5,858	21/09/04	5,858	2,956	D	7.5	222	2,734
3	Rolling Stock	2,450	13/10/04	2,450	1,243	D	7.5	93	1,149
4	Cage	2,450	13/10/04	2,450	1,243	D	7.5	93	1,149
5	Rolling Stock	1,672	1/11/04	1,672	852	D	7.5	64	788
6	Fridge	1,298	17/03/05	1,298	454	D	12.5	57	397
7	Auto Couplers	12,000	1/07/05	12,000	6,954	D	7.5	522	6,432
8	Portable Kitchen	14,977	3/08/05	14,977	9,721	D	5.0	486	9,235
9	Big Diesel - Loco Construction	16,891	30/06/06	16,891	9,786	D	7.5	734	9,052
###	Additional capital items for locos	21,651	1/07/06	21,651	13,053	D	7.5	979	12,074
11	Rolling Stock Fowler Wheels	12,198	7/05/08	12,198	8,167	D	7.5	613	7,554
###	Chainsaw	1,350	15/01/08	1,350	558	D	15.0	84	474
###	Borer	810	15/01/08	810	456	D	10.0	46	411
###	Pump	1,182	6/02/08	1,182	670	D	10.0	67	603
###	Loco Tyers	1,800	11/08/08	1,800	1,230	D	7.5	92	1,138
###	Rolling Stock Maintenance	1,899	19/09/08	1,899	1,309	D	7.5	98	1,211
###	Fowler Wheels	17,850	12/11/08	17,850	12,448	D	7.5	934	11,514
###	Tamper Repairs	3,000	12/11/08	3,000	2,093	D	7.5	157	1,936
###	Volks Wagon	9,400	13/04/11	9,400	6,317	D	25.0	1,579	4,738
###	2nd Hand Locomotive	16,730	24/05/12	16,730	15,475	D	7.5	1,161	14,314
###	Additional capital items for loco	4,920	24/05/12	4,920	4,551	D	7.5	341	4,210
###	Locomotive - DH72	15,900	19/07/12	15,900	14,770	D	7.5	1,130	14,770
###	Locomotive - DH72 Accessories	6,508	5/07/12	6,508	6,030	D	7.5	477	6,030
###	Upright Oven	2,727	18/02/14	2,727		D	12.5	125	2,602
		177,021		177,021	121,080			10,209	115,206
	<b>NET ASSETS/DEPRECIATION</b>	<b>218,646</b>		<b>150,327</b>				<b>11,744</b>	<b>142,918</b>



# Walhalla Goldfields Railway Inc.

## *Annual General Meeting 4th October, 2014*

### *TRACK MASTER'S REPORT*

The Ways and Works team of Engineering Branch consists of nine regular volunteers, who have contributed in excess of 500 man days in the previous 12 months. Most of this time has been spent on track work and infrastructure, but the same small team has been responsible for most of the maintenance carried out on the locomotives, trolleys, carriages and buildings.

Major projects this year were:

- Replacing 100 sleepers along the main line
- Installing 660 sleeper plates. The installation of sleeper plates on the main line is now complete with only the yard tracks remaining.
- The extension of the main line towards Platina by 52 metres to provide more storage for rolling stock.
- The widening of the Walhalla carriage shed door to allow the storage of rolling stock.
- The crew made three more trips to Wahgunyah to complete the lifting of all the yard trackage. This rail will be used for extension of our track.
- The clearing of an area at Platina for the storage of the Wahgunyah rail.
- The next venture is to Trentham to lift 400 meters of 60 lb track.
- The laying of rail at Cowwarr for a display on the Gippsland Plains Rail Trail and assisting with the delivery and securing a 4wheel wagon.
- The picking up from Nth Melbourne of a number of surplus track tools from Public Transport Vic. which the W G R purchased for the sum of \$1.00 each. These included a donkey engine, ballast tamper and sleeper plates.

On a disappointing note we experienced a break-in at the Ways and Works shed with the theft of all our electric and portable tools. This has curtailed our track work activities. Some replacement tools were donated by the Drouin Men's Shed, much appreciated thank you, and a drill and jack hammer have been purchased to date.

Two of the Orica trolleys have had Fairmont trolley wheels fitted in place of the original narrow wheels to allow certification. The trolleys will be set up as a power and tool trolley, spray trolley and a material trolley.

As track master I would like to take this opportunity to thank the team members for their efforts during the past year.

**Ken Wilson**



# Walhalla Goldfields Railway Inc.

## *Annual General Meeting 4th October, 2014*

### *ENGINEERING MANAGER'S ROLLING STOCK REPORT*

The year has seen our Rolling Stock perform as reliably as can be expected from locomotives of their age with all vehicles having been available at the busiest times and having suffered no major or expensive failures.

The small but very industrious maintenance team deserve a well-earned vote of thanks for having done an extremely praiseworthy job in keeping all locos and carriages available for the majority of the required running periods in addition to their routine track-work and essential tasks.

#### ***General Maintenance activities:***

Routine maintenance inspections have occurred on time and the maintenance visits have been utilised to incorporate new materials and equipment with the aim of reducing our reliance on frequent recurrent tasks and where possible improving our presentation to the passengers.

This year has seen the maintenance gang taking over the routine servicing previously carried out by commercial operators from the Latrobe Valley. Each routine locomotive service has then been achieved without the cost of labour and travel hence a saving of approx. \$800 for each locomotive service. A local supplier has been identified who delivers our lubricants and filters to our workshop when required and arranges the oil sample testing for us.

#### ***The 10 class locomotive:***

The loco has been available this year on most occasions where 4 carriages were required but was repeatedly let down by the main Air compressor failing to produce the required volume of air and relying on the auxiliary compressor to make up the difference.

A new and more modern compressor has now been installed in place of the ageing Westinghouse unit and the new unit is providing the required pressure and flow rates without the need of the auxiliary input. The additional advantage is that air quality is now considerably better. The only problem has been the new air supply is so much better than some of the ageing hoses have had to be replaced. We are awaiting a quote to now replace and update the pneumatic controllers to improve the reliability of the transmission.

#### ***The Fowler Loco (Loco14):***

Old reliable Loco 14 has had a good year interrupted by an electrical fault in a starter switch which caused a repeated fault with the starter motor, this was finally diagnosed and has been modified to ensure it cannot occur again.

Routine servicing has been reviewed and adjusted, new brake blocks have been fitted (a nightmare task thanks to Pommy designers) and coupler heights have been adjusted after a settling period for the new spring hangers and new springs.

Since fitting of the new springs and hangers, no further problems have been experienced and if anything the ride of the loco has been better.



### ***Kasey:***

The Kasey continues to have suspension trouble; however it only requires regular bearing inspections prior to each day's operation. Over the year it has been a reliable performer and it continues in service on days when only 2 carriages are required.

### ***The DH locos #37 and #72:***

The Board of PBR has advised that they will allow us to use their Engineering Drawings for the conversion of these locos to Narrow Gauge. Although we are yet to receive our copies, I have examined the information available and believe it will save us a great deal of design and planning costs. Once we receive copies we can plan our own conversion program.

DH37 has been fitted with reconditioned batteries from DH 72 and now starts from its own batteries. DH72 stored at Morwell has been partially stripped with the removal of one of the cylinder heads. Inspection has found water in 3 cylinders , although it is certain that only one of the cylinder seals was the cause of the water intrusion.

### ***Carriages:***

- The Flat car has had springs removed, height reset and reinstalled. The coupler height is now correct. Cost: Reset springs \$400.00 New bolts: \$135.00 Peace of mind: Priceless.
- The remaining carriages have also had their coupler heights adjusted , since which time there have been no further incidences of uncoupling.
- During the year a program of re-upolstering the seats in all carriages has been undertaken.
- New door track has been installed in the Combination car 1NBCW communication door to enable staff to freely move between cars in running.
- All carriages were available over the busy Christmas and other holiday periods with only a few very minor maintenance issues.
- The installation of bottom lifter uncoupling is now scheduled to commence on the basis of initially doing one end of each car.
- Thanks to an excellent effort by Graeme Skinner's son Evan and his friend Jeremy, the doorway of the Walhalla Carriage shed has been widened. Door finished by the Works gang and the rubbish cleared out so the Flat car is now stabled at Walhalla.

### ***Trolleys:***

**NKs26:** NKs26 continues as the Works gangs regular "workhorse" but is not getting any younger and may soon need a major engine overhaul.

**MTV 3:** The rebuilt MTV3 has been stabled in the loco shed at Walhalla and has been used on occasions to provide an open air inspection of our magnificent scenery for visiting travel agents and works inspectors as well as being available for works and training activities. Its additional value is as an emergency rescue vehicle for the conveyance of passengers, a function which we fortunately have not required.

**MTV4:** Has been stripped at the Rye workshop for upgrade of the traction package, new wheel bearings will be required as the rebuild commences. David Bevis has provided a Hydraulic drive system for this unit and a modern 4-stroke engine will be fitted.

***Orica Rolling Stock:***

- One of the two “Greenbatt” (manufactured by Greenwood and Battley) electric locomotives has been restored but cannot be certified until new traction quality batteries have been fitted sufficient for it to be able to pull a load to Walhalla and return.
- The trolleys to be used are progressively having their gauge dimension corrected with spacers behind the bearings, which will improve their stability on our track. As yet they have not been certified for use on our railway.
- The excess trolleys have been temporarily relocated to Happy Creek for storage.
- A Notice of Change submission is to be prepared for TSV.
- Number of trolleys to be kept? I suggest 10 with the remainder to be removed from their wheelsets and stored off the premises. Any good wheelsets to be modified as spares.
- A Notice of Change submission must be prepared for TSV. FMEA and Risk Analysis commenced.
- A wheel-set upgrade trial is in progress to enable use of Fairmont wheels.

***Workshop upgrade:***

- Thanks to the work crew, the Thomson loco shop pit was cleared and the floor of the pit was concreted by hand. It is yet to be sealed and the Fowler has dripped water and oil all over the plastic covers.
- New quotes for concreting have been requested for the rest of the workshop floor. Ken Wilson has been seeking a more sensible quote.
- Brian Kesby has installed a sink and running water in the loco workshop.
- Phil Kamay has obtained emergency showers and eye washes for both shops.
- A 3phase 42cfm FAD compressor has been purchased for the shops at a price of \$979 plus delivery. It will be installed when the concrete floor is completed.

***Baw Baw Shire Depot Storage Area (Erica):***

- The Shire has offered WGR use of the depot as no cost storage space for the railway.
- The maintenance gang have recently commenced placement of equipment at the location.

**Graham Vallance**

FIE Aust. CP Eng(ret).



# Walhalla Goldfields Railway Inc.

## *Annual General Meeting 4th October, 2014*

### *SAFeworking Manager's Report*

WGR has had another very successful and safe year of operations. There have been no major incidents on the railway and staff remains committed to ensuring passenger safety and comfort is paramount.

Accreditation updates are carefully monitored and overseen by Derek Kypriotis who is also our internal Auditor. Derek's expertise in this area has proven invaluable in raising the standard of accountability and ensuring that WGR meets its administrative and compliance obligations.

Our resident Engineer Graham Vallance assisted by Dick Sibly and other very capable members of our dedicated Way and Works team, continue to improve the reliability of our rolling stock and motive power.

Our gang lead by Ian Ipsen continue to maintain our track to a very high standard and it is a credit to these dedicated members who give of their valuable time twice weekly to ensure the railway continues to achieve higher levels of maintenance. We also have a resident painter in Russell Francis and the DH locomotive situated in the yard at Walhalla is a standing example of Russell's efforts to keep the rust at bay.

Recently Tony Marsden joined our team as Training Manager. Tony brings many years of driving experience within the T & H sector with him. We have an ever present pressing need for more train crew and Tony is working hard to encourage new volunteers as well as existing ones to move up the ladder from Guard through to Driver so ensuring we have crews for the future.

In no way are volunteers not mentioned here of any lesser importance and without these people we simply wouldn't be able to operate as the highly successful organisation we have become.

I wish to sincerely thank all volunteers in all areas of the WGR for continuing to ensure we are safe, well maintained and inviting to the thousands of people who visit us each year.

**Graeme Skinner**



# Walhalla Goldfields Railway Inc.

## *Annual General Meeting 4th October, 2014*

### *TRAINING MANAGER'S REPORT*

This report will be somewhat brief, as I have only been appointed to the Training Manager's role since June 2014 and cannot comment prior to that date. Our main focus is to increase the number of Diesel Loco Assistants[DLA], as the railway is very short of volunteers in this area. Anyone wishing to become a DLA should please contact Lynda at the WGR office with their details. No previous railway experience is necessary and the training is not onerous. The reward is always travelling at the 'pointy end' with fabulous views of the track and lineside scenery. Please contact Lynda if you would like to assist in this vital area. Another reward is to begin training as a driver should you wish!

The Railway approached the ATR [Association of Tourist Railways - Victoria] to request a variance in their requirement for DLAs to be qualified as Guards before they can begin training, however this request was denied. The solution is that training for both roles can begin simultaneously.

To enable this to occur, we are moving to Competency Based Training rather than a prescribed number of hours being necessary before ATR assessment. This will mean that those who have been competent long term workers will be able to qualify in a faster time than previously, providing they satisfy the ATR Assessment competencies. I am hoping it will mean that some long term trainees can become qualified before the next summer running season. It also means that new trainees will be able to progress quickly providing that they are competent and can satisfy the ATR Assessment competencies.

Graeme Skinner and I have been reviewing our current training checklists for all grades to ensure they comply with recent legislative changes and ATR Assessment competencies. This is an exacting and time-consuming task which will hopefully be completed by late 2014. These checklists will enable both trainees and management to know exactly where a trainee is in terms of competency and readiness for ATR Assessment.

One training day for Westinghouse Air Brake theory and an induction was conducted in early August and another day including safe working theory will be conducted later this year. On these days, new trainees are given an induction and a BBQ lunch is provided – which is a good incentive to become a trainee guard, DLA or driver.

I intend to report on Training matters in future editions of 'Dog Spikes and Diesel' and welcome any workers to become trainees as guard, DLA or driver.

I would like to thank the many Board members, Branch Managers and Lynda George for helping me to settle in to my new role. Graeme Skinner deserves a special mention for his assistance and time, especially as he has so many other duties on the Railway.

**Tony Marsden**