

Ballarat Tramway Preservation Society Ltd



ANNUAL REPORT

and

FINANCIAL STATEMENT

1975-76

BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED

ANNUAL REPORT AND FINANCIAL STATEMENT

1975 - 1976

Dear Member,

We have much pleasure in presenting this, the third Annual Report of Ballarat Tramway Preservation Society Limited for the year ended the 30th June 1976.

The year under review has been one of solid progress in several areas of the Society's concern. Perhaps most dramatically, the Society's tram fleet increased by 50% - from six to nine. The number of operational trams, whilst it remains at four, is shortly to be increased to six with the repair of tram numbers 28 and 38. Tramway operations entered their second year, and the total number of passengers carried totalled 53,073 at the 30th June 1976. And important plans for extensions to the tram depot are presently approaching completion.

Board of Management

During the year the Board of Management consisted of:

President	Frank Hanrahan
Ballarat Vice President	Len Doull
Melbourne Vice President	Bill Jessup
Secretary	Campbell Duncan
Treasurer	Noel Forster
Ordinary Board Members	Clyde Croft
	Geoff Dean (co-opted as a non-voting member 18.6.76)
	Richard Gilbert
	Graham Jordan
	Bill Kingsley
	Barry McCandlish
	Peter Winspur

Frank Hanrahan has been responsible for electrical equipment at the depot and at the house at Bungaree, Clyde Croft has acted as Society Legal Officer and Solicitor, Bill Jessup has handled sales and publicity, Richard Gilbert has been General Manager and Traffic Manager, Bill Kingsley Engineering Manager, Peter Winspur Driver Training Officer and Works Foreman, and Geoff Dean Overhead Superintendent.

Society Activities During the Year

In summary of the year, it might be said that the Society has now passed through two stages of its development and is entering the third.

Those involved with the Society from the outset will recall with some nostalgia the first stage of its development. It began with creation of the Lake Wendouree Tramway Museum Committee and then of the Ballarat Tramway Preservation Society which was subsequently incorporated into the present Company. It also involved negotiations with Government and other bodies, gathering of support and finance, construction of the depot and ancillary facilities, and the first movement of a tram under its own power.

The second stage of development involved the establishment of a popular tourist attraction which operates regularly on weekends and public holidays and carries tens of thousands of passengers each year.

The third stage which the Society is now entering is one of consolidation and balance. Whereas the first two phases were temporary the third is not. Whereas the Society was able to commence operation on borrowed time (using trams and trackwork as received from the former operating authority) the Society must now move rapidly to a position in which the mechanics and bodywork of the trams and condition of the track receive

sufficient attention to at least prevent deterioration. And whereas our attention has in the past been directed to the establishment of the tramway museum, the Society now looks to maintaining a high quality, meticulously cared for and presented tourist attraction which our patrons will admire and remember.

Society activities during the year have been aimed at achieving this self-sufficiency and quality of presentation. Firstly, another three trams have been acquired to add further interest to our collection, to reduce wear and tear on each vehicle, and to enable extensive time consuming overhauls to be undertaken without seriously depleting the number of trams available for traffic at any one time. Ballarat tram 39, which had been on static display at Lismore, was generously made available to us by the Lions Club of Lismore, and will eventually be returned to operation on our tramway. Former Melbourne trams W3 class 661 and W4 class 671 were acquired when a "once-only" opportunity presented itself, for what could only be described as a bargain price. All three trams are presently under covered storage in Ballarat (at Ballarat East and Sebastapol) pending transfer to the tramway. Number 39 requires extensive restoration work, whilst 661 and 671 are in excellent operable condition.

And secondly, planning depot extensions is now well advanced, and a submission will be made to the Ballarat City Council early in 1977. The extended depot will incorporate facilities which were not initially provided for reasons of time and finance. It is envisaged that the shed will house; workshop facilities adequate for extensive body and mechanical overhauls, improved staff room, toilets and washing facilities, a display area for the public to replace the present make-shift display in tram 38, and space to accommodate the additions to the tram fleet.

It is felt that these initiatives undertaken during the year will make necessary much demanding and time consuming work from all concerned in the next few years. However it is also felt that the foundations which have now been laid will lead to an exciting, rewarding and viable future for the Society from which not only Society members will benefit but also those to whom we owe a duty - the travelling and visiting public reacquainting or acquainting themselves with our unique exhibits.

Membership

Your Society ended the year with 277 members, including new members who joined during the year. We have members in all States of Australia as well as in Canada, the United Kingdom, New Zealand and Czechoslovakia. Carolyn Dean took over the job of Membership Officer on the 1st May 1976 from Allan Harnwell.

Meetings

During the year Board meetings were held monthly, while the Finance and Planning Committee met monthly and various other committees met regularly. A number of members' entertainment meetings have been held, and thanks are extended to those who provided the entertainment items.

First Anniversary Celebrations

The first anniversary of Society operations in Wendouree Parade occurred during December 1975, and provided an opportunity for a group of children from the Ballarat Childrens Home to have a tram ride with a difference. As the occasion arose just before Christmas, Father Christmas joined the children for a ride, and a good time was had by all. A special thanks to the Mayor and Ballarat City Councillors as well as Mr. John Downes of the Central Highlands Regional Tourist Authority for their attendance.

Thanks

The Society gratefully acknowledges the assistance it has received from various quarters during the year. It is not possible to name all who helped us, although special thanks are extended to the Ballarat City Council, the State Electricity Commission, the Melbourne and Metropolitan Tramways Board, the Lions Club of Lismore, the Officers of those bodies, and those who have provided storage space for our three new trams.

BRANCH REPORTS

GENERAL MANAGER'S REPORT

The past year has been a settled one in that the greater part of volunteer effort was devoted to simply operating the trams. For the previous five years the greater emphasis has been on construction and other physical works. To say "simply operating the trams" is very misleading as the effort required of our volunteer workforce is still as high as it has been in the past. The Engineering Branch is very involved in keeping the trams operating. The excellent work of Frank Hanrahan, Society Electrician, has more than fully been proven and it should be recorded that the traction substation, completely designed and constructed by Frank, has operated without fault since its inception. Particular thanks are due to Rolph Jinks and Stuart Lodington of the Car Maintenance Committee whose untiring hard working effort on running repairs to trams is truly appreciated, and as a whole I wish to thank the Committee under the leadership of Bob Prentice for its hard but well done work in keeping the trams in running order.

To keep our museum fleet in operating condition the Society realises that much needed improvements to the servicing facilities are required and to this end Bill Kingsley, although overseas for a few months, has been busy devoting many hours researching and planning for submissions to Government and local bodies concerning this matter. I thank Bill for his hard and enthusiastic work on planning for the future and in leading the Engineering Branch in the competent way in which he does.

The house at Bungaree continues to provide good accommodation for members attending from further afield and thanks are extended to those who have helped during the year on the many improvements carried out thereto.

The Traffic Branch has been kept busy with the procedural work of operating trams and this is detailed in the Traffic Manager's report. As you can see the amount of work in "simply operating trams" is considerable, but what of the future? The whole business of operating a tramway museum depends on the co-operation of the members, brought together with a common interest in seeing the project reach fruition. Now that this has been done and the aim of operating trams has been reached with one year operations behind us we should not feel complacent and maybe lose some of that keenness that has been the driving force behind us over the past five years. Although satisfied with the achievements we have made we should particularly guard against complacency. In six years we gradually change our views and social patterns but all this being the case it is important that we remain together in this "hobby" so that new members can be encouraged and trained for future years and to guard against the workload falling on too few shoulders. As I have said in the past, it is our hobby which we all became involved in for enjoyment and we should all take part in that enjoyment and not leave it to a few who may eventually feel it is a chore and not a hobby. I trust the members will continue their help with the Society as they have done over the past year.

In summing up the past year, the combined effort of the Engineering Branch under the leadership of Bill Kingsley and the Traffic Branch under my leadership have combined along with the members as a whole to make the position of General Manager a rewarding one, and I thank all those for their contribution.

Richard Gilbert, General Manager.

TRAFFIC MANAGER'S REPORT

The Traffic Branch has had a busy year in keeping the tramway operating, and the various relevant points are detailed below;

Traffic Figures: There was a decline in passenger traffic during the year when compared with the previous year. Total figures are not comparable as the first year was not a complete operating year, but the decline was considered to be due to a number of factors including the general tourist decline, the initial novelty having worn off, particularly with local people, and the colder weather which has had a clear effect on attendances at the Gardens. The highest single day for patronage was Labour Day (8th March) when 904 passengers were carried.

<u>1975/6</u>	<u>Days Run</u>	<u>Miles Run</u>	<u>Passengers Carried</u>	<u>Av Pass Per Mile</u>	<u>Av Pass Per Day</u>	<u>Av Miles Per Day</u>
July	8	304	905	3.0	113	38
August	17	550	2380	4.3	140	32
September	14	474	2216	4.7	158	34
October	8	298	1183	4.0	148	37
November	12	446	1261	2.8	105	37
December	16	606	2638	4.4	165	38
January	31	1117	5477	4.9	177	36
February	10	424	1621	3.8	162	42
March	16	666	3500	5.3	219	42
April	11	405	2184	5.4	199	37
May	19	590	2356	4.0	124	31
June	9	286	706	2.5	78	32
TOTAL	171	6166	26427	4.3 (AV)	155(AV)	36(AV)
OVERALL TOTAL	264	10857	53073	4.9(AV)	201(AV)	41(AV)

Passenger Loading:

	<u>30¢</u>	<u>20¢</u>	<u>10¢</u>	<u>Check No Value</u>	<u>Total</u>
1975/6	10,984	13,543	1,255	645	26,427
OVERALL TOTAL	22,992	27,435	2,001	645	53,073

- NOTES: 1. All day tickets; 1975/6 - 19
Total - 90
2. Fares were 20¢, 10¢ and 5¢ until 31.10.76.
3. Check tickets (no Value) were introduced in September 1975 to cover BTPS Members, and All Day and other pass holders.

Fares Rise: To offset the fall in traffic and to boost Society funds, and to have realistic fares after the initial first year of traffic a fare rise took effect as from the 1st November 1975. A comparison of fares is;

	<u>Old Fare</u>	<u>New Fare</u>
Adult	20¢	30¢
Child	10¢	20¢
Adult single	10¢	20¢
Child single	5¢	10¢

The stock of 5¢ tickets is now issued as "Check" tickets to members and pass holders travelling on trams, and has been over stamped accordingly. The \$1 All Day tickets remain the same.

Uniforms: The issue of uniforms is under the control of Carolyn Dean. The condition of our uniforms is important as the public judge us by this and since her appointment to this position Carolyn has kept the uniforms in good repair. The co-operation of member/menswear store manager Jack Chadwick is also appreciated in connection with the supply of uniform shirts.

Operations: Although passenger traffic is less than the previous year the tramcar journeys were higher necessitating a concerted effort by Traffic Branch staff. Trams have been run every Saturday and Sunday and, in keeping with Society policy, on as many holidays as possible. Over the Christmas summer holiday period the trams ran for 44 days without a break using a total of 100 volunteer staff. Patronage over the school holiday periods has been good with the trams operating most weekdays depending on staff being available.

Rosters: The never ending production of the Traffic Roster has been continued by Gavin Young who aptly fills the position. For a short time whilst Gavin was overseas this year I acted as Roster Clerk and can truly appreciate his good work on this necessary task.

Tickets: The rise in fares meant that it was necessary to print 30¢ tickets and a good quote and equally good job was obtained from Leal Bros. of Adelaide. This firm also prints tickets for other tramway museums and for the Municipal Tramways Trust of Adelaide.

Museum: The display has not seen any further progress due to its remote location in tram 38. When this tram is placed in service after repairs to the traction motor have been completed the display will be housed elsewhere in the depot. David Macartney was appointed as Archivist during the year but until the museum can be permanently housed David's progress on display of many more valuable historical items is prevented. It should be mentioned that the depot improvement plans being prepared by Bill Kingsley have allowed for a permanent museum section.

Conductresses: The past year has seen the first Conductress trained which beside being a welcome sight for the members also brought some press publicity. Carolyn Dean did a good job in designing the uniform skirts which are pleasing to the eye. Following in the footsteps of larger tramway authorities, the position of tram driver is available to our conductresses but at this stage none have yet offered to be trained.

Driver Training: During the year Peter Winspur was appointed as Driver Training Officer. The excellent co-operation of the Melbourne and Metropolitan Tramways Board was maintained in regard to the driver training scheme, and five Society drivers were qualified by the Board. As at the 30th June 1976 there are 12 drivers and in addition there are nine conductors/conductresses plus one assistant (under 16 years).

Thanks are particularly due to Peter Winspur for his hard work in training our drivers both from the practical point of training on the tram in Ballarat and in the theory by conducting the written examination, usually in his own house.

I wish to thank all those in the Traffic Branch who have helped run this tramway over the past year. Without the individual help and the keenness displayed by each person the trams would not operate in the successful way in which they did. I am particularly impressed with the good public relations displayed by the operating staff as it is true that the public judges us by first impressions, and I thank you for your particular attention to this. To those who had a day off from work during the week and gave their time to operate the trams during the school holidays or other holidays I am also particularly thankful. With a good staff behind me I look forward to another successful year ahead.

Richard Gilbert, Traffic Manager.

ENGINEERING BRANCH REPORT

Because of the diversified activities of this Branch and the absence of the writer for a total of four months during the year in review, considerable delegation of responsibility has been effected. Divisional superintendants are responsible through the Engineering Manager to your Board.

I believe that this system works well, but it is very dependant on the calibre and energy of its incumbents.

Works Foreman	Peter Winspur
Car Maintenance	Bob Prentice
Electrical	Frank Hanrahan
Overhead	Geoff Dean
Gardening	Bill Jessup
Civil	Bill Kingsley
Structural	Warren Doubleday
Communications	Allan Harnwell

Surprises? Although Warren Doubleday (our previous Engineering Manager) now resides in South Africa, the Board realised that Warren could still be very useful to us in designing structures and drafting plans. In fact I take delight in that the Indian Ocean has not been found to be a barrier in our activities, that Warren is really still with us and that I have an International Branch.

During my overseas adventures Vice President Len Doull deputised for me to keep the party rolling. Thanks Len. Peter Rees must also be mentioned for his virtually one-man efforts to reintroduce the tramway signalling system.

The most energetic division is that of Car Maintenance, energetic enough to perform through its own Committee. While Bob Prentice chairs, Graham Jordan executes, Rolph Jinks visits and many others also help. Their report follows. Good work chaps. Keep it up.

Major trackwork of the year was the horizontalising (?) of the scenic railway stretch near the old crossing loop. We used jack hammers for the excavation (thoroughly modern), regauged and levelled the rails, and sealed in with concrete. Riders in the single truckers can now maintain contact with the floor and seats.

Tram 39 returned from Lismore and actually travelled along Sturt, Bridge and Victoria Streets to its temporary quarters. Great thanks to the Lismore Lions Club for its considerable contribution to our efforts. Thanks to Geoff Cargeeg for organising the transplant, Stawell Haulage for an incredible display of semi trailer manoeuvrability, Barry McCandlish for his sacrificial help and Mrs McCandlish for her patience.

Trams 661 and 671 have followed the example of many other obsolete Melbourne cars and been expelled by the M.M.T.B. to the outer hemisphere of Ballarat. This relocation was engineered by Doug Prosser with Bea mish trucking and saw the trams safely located in the Sebastapol depot (?).

Our serious thanks to the good people who are providing this temporary storage space for us.

A finger sign at Sturt Street now directs travellers to the Museum Tramway. You will notice that Sturt Street has now been redeveloped so that traffic cannot hit our sign.

The path to the depot has been improved and raised. It is now better to look at as you walk along the tracks.

Considerable research during the year has concerned itself with the paving of the depot fan. Should this be grass, basalt pitchers (cobblestones), wooden blocks (setts), concrete bricks, hollow concrete bricks with grass, clay bricks, asphalt, concrete, scoria, en-tout-cas (as on red tennis courts), or what? Although we have virtually made a decision, what is your suggestion?

The new pole at the Gardens Loop has been planted by the S.E.C.. This does make for improved aesthetics and safer operation as it is vertical. The previous model had a distinctly tired appearance.

Our trackside telephone system is operational although not complete. There can be fun in the depot determining which phone is ringing but the system brings a very professional touch to our operation. It particularly provides a facility for calling aid in an emergency, even when that emergency has not involved a tramcar. I feel that this is a service that we have provided for the Gardens generally.

Our request to the Ballarat City Engineer for 150m of track being excavated from Drummond Street North resulted in 200m (all that rail from Sturt Street to Mair Street) being placed in storage for us at the Council Depot and a further two short lengths being availed for Sebastapol Depot. The generosity of the Council is greatly appreciated.

Can I close by thanking all who helped me and therefore their own tramway during the year. Branford Trolley Museum (East Haven, Connecticut, U.S.A.) has a motto which reads "Volunteers but not amateurs." It's a good one for us too.

Bill Kingsley, B.C.E., Dip ED., Grad.I.E.Aust.,
Associate of Chartered Institute of Transport
Engineering Manager.

TRAMCAR MAINTENANCE AND RESTORATION COMMITTEE REPORT

Now that the tramway has settled down to normal operating conditions, the workload placed on the trams has been rostered to enable the running of cars in rotation. This has enabled cars to have regular service and maintenance without disruption to traffic. In the past year a few major problems have occurred, but prompt action by the maintenance staff has located the faults quickly and the necessary work has been undertaken immediately. The operational fleet for the year, except on some isolated occasions, has consisted of four trams at any one time.

Tram No. 14. Developed a defective motor in the early part of the year. No time was lost in lifting the defective motor and replacing it with one of our spares. Legend has it that the replacement motor originally came from the former Geelong Tramways, making it appropriate to fit it to No. 14 which was once Geelong tram no. 29. No problems were found with the replacement motor. After testing this tram returned to service.

Tram Nos. 26 & 27. Have had regular service maintenance carried out. This includes regular inspection and adjustments to the controllers and brake rigging. The floors of both cars have been recently repainted and this has enhanced their interior appearance.

Tram No. 28. Restoration of this car is virtually complete, and it is hoped that the tram will be returned to service shortly. All major reconstruction and body work has been completed, and the remaining work to be carried out is final painting of the exterior and the refurbishing of the interior. The car has been lifted off its truck so that the truck can be cleaned and painted. During this operation a crack was found in one of the motor support beams, and the necessary work required to fix this problem is now well in hand.

The successful acquisition of a complete front end cabin section (ex Bendigo no. 10) for use in restoring No. 28 has saved our small workforce a considerable amount of time and effort in the rebuilding of the tram. Our grateful thanks are extended to the Bendigo Trust for supplying this front end to our Society.

Tram No. 38 It is also hoped that this car will also return to traffic soon. A very competitive quote from a local Ballarat electrical firm for rewinding the armature for this car was accepted, and the work involved is currently well in hand. Once again through the co-operation of the Bendigo Trust we were able to obtain new axle brasses for our maximum traction cars. When the brasses are white metalled they will be installed in the cars concerned.

Tram No. 40. Normal service Maintenance has been carried out over the last year. The replacement of a broken trolley base and other minor adjustments have been the only structural work carried out.

Tramcar Utilisation

Tram	<u>1975/76</u>			<u>Overall totals at 30.6.76</u>		
	<u>Days Run</u>	<u>Hours Run</u>	<u>Miles Run</u>	<u>Days Run</u>	<u>Hours Run</u>	<u>Miles Run</u>
14	57	277.14	1675	82	399.33	2350
26	89	438.59	2574	109	536.31	3115
27	44	208.43	1222	114	605.50	3421
38	NIL	NIL	NIL	2	6.15	32
40	38	<u>129.19</u>	<u>694</u>	83	<u>357.52</u>	<u>1939</u>
Total		1054.15	6166		1906.01	10857

The present Maintenance Committee and staff consists of:

- R. Prentice Co-ordinator
- R. Gilbert General Manager
- F. Hanrahan Electrical
- R. Jinks Mechanical Overhauls
- G. Jordan Assistant Co-ordinator, car building and painting
- S. Lodington } Brakes
- J. Lodington }
- P. Rees Special Assistant
- B. Wood General Assistant

Without these people our trams could not run safely. I would like to thank them, and other members who have, from time to time, helped out in one way or another. Their assistance in the past and in the future has and will be greatly appreciated.

Graham Jordan
Assistant Co-ordinator, Tramcar
Maintenance and Restoration Committee.

OVERHEAD SUPERINTENDANT

Since my appointment in January 1976 to take charge of our overhead, only minor adjustments have been made to the depot fan and a few repairs where and where necessary. At the end of the financial year the Society is without a usable tower to work on the overhead and until this situation is remedied (sometime in the near future we hope) major works cannot be carried out.

Geoff Dean
Overhead Superintendent.

SALES DEPARTMENT

The Sales Department has been making an increasingly important contribution to Society finances during the past year.

A wide range of readily saleable items has been acquired, resulting in a greatly increased turnover. Badges in green and yellow are proving to be very popular with our passengers, several thousand having been sold since December 1975.

Two full-colour postcards of Ballarat single-truck and bogie trams were produced in New Zealand at less than half the cost of the cheapest quote obtainable in Victoria. Since their introduction in January 1976 almost 3,000 have been sold.

Following the consistent demand for a booklet, a completely revamped edition of our earlier edition of "Ballarat's Tramway Preservation Project" was

produced by Campbell Duncan. The new publication has been used extensively as an advertising medium for the tramway, and is being distributed through a number of outlets in Ballarat.

The badges, postcards and booklets have all met with successful wholesale sales through other preservation organizations. The sales outlet through our museum has done very well, and it has often brought in almost as much revenue as the trams on some winter weekends.

During 1976/7 it is anticipated that sales revenue will continue to increase at a faster rate than general Society revenue.

Thanks to Gavin Young for his assistance in organizing the museum sales in the past year.

Bill Jessup,
Sales Officer.

PUBLICITY DEPARTMENT

Following considerable technical delays a brochure advertising the tramway has been produced and is now being distributed through the Victorian Ministry of Tourism and the Central Highlands Regional Tourist Authority. The distribution of the brochure will result in increased patronage on the tramway.

For Christmas 1975 Father Christmas travelled on a "Santa Tram" arriving at the northern end of the gardens to distribute presents to children from the Ballarat Childrens Home. This event received considerable publicity in the Ballarat press.

On the occasion of the fifth anniversary of the S.E.C. Ballarat Tramways a special run of bogie tram No. 40 was arranged. Tram number 40 was the last tram to carry passengers in Ballarat under S.E.C. operation. Widespread publicity surrounded this event on television and on radio, where General Manager Richard Gilbert featured on a talk-back program, and once again in the Press.

The Society has maintained its membership of the Central Highlands Regional Tourist Authority and has joined the Council of Australasian Tramway Museums. Both organizations are assisting the Society to promote its tramway operations.

Barry McCandlish as Ballarat Publicity Officer and Richard Gilbert have both worked hard in the past year to promote the tramway, and I thank them for their assistance.

A word of thanks is due to the Ballarat Courier, 3BA and BT6 for their coverage of our operations in the past year. (A special thanks, too, to the Ballarat Courier for supplying the front cover photograph).

Bill Jessup,
Publicity Officer.

COUNCIL OF AUSTRALASIAN TRAMWAY MUSEUMS

Following the initial meeting organized by Bill Kingsley and hosted by the Society in Ballarat on Anzac Day weekend in 1975 it was decided to establish a Council of Tramway Museums of Australasia.

The Society has joined COTMA as a foundation member. SPER was the organizer of the 1976 conference of which the main objective was to formally establish COTMA.

Three delegates from the Society attended this conference, Bill Jessup, Bill Kingsley and Graham Jordan. The conference was very well organized and a credit to SPER. Over 45 delegates from museums as far apart as Hobart and Christchurch took part in the proceedings which successfully established COTMA.

Already the two conferences held have led to a considerable

diversification of ideas about the operation of tramway museums. Many contacts have developed between the various museum groups for the mutual solution of day-to-day problems.

Liason during 1976 between the M.M.T.B. and C.O.T.M.A. has resulted in an improvement of the already good relationship C.O.T.M.A. has established with the M.M.T.B.. In the future most dealings between museums and the M.M.T.B. will go through C.O.T.M.A. which will co-ordinate approaches to the Board. This will reduce the considerable amount of time the Board has had to put into answering the various museum requests in the past.

The next C.O.T.M.A. conference will be hosted by the A.E.T.M. in Adelaide, and the 1978 conference will be hosted by the Tramway Historical Society in Christchurch, New Zealand.

Bill Jessup,
COTMA Representative.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1976

REPORT OF THE AUDITOR

I report that I have audited the books and records of Ballarat Tramway Preservation Society Ltd. and that I have received all information and explanations required by me.

The accompanying Income & Expenditure Account for the year ended 30th June, 1976 and the Balance Sheet as at that date are, in my opinion, properly drawn up in accordance with the provisions of the Companies Act 1961 and so as to give a true and fair view of the matters required by Section 162 of that Act to be dealt with in the accounts.

I further report that the accounting records and other records and the registers required by the Companies Act 1961 to be kept by the Company have been, in my opinion, properly kept in accordance with the provisions of the Act.

To the best of my knowledge and belief there is no defect or irregularity in the accounts nor is there any matter not set out in the accounts without regard to which a true and fair view of the matters dealt with by the accounts would not be obtained.

R.G. Paroissien, A.A.S.A., A.C.I.S., A.T.I.A.

Registered Company Auditor

Nunawading 24th September, 1976

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1976

ANNUAL REPORT OF THE DIRECTORS

Your Directors submit herewith the Financial Statements of the Company for the year ended 30th June, 1976 and in accordance with Section 162A of the Companies Act 1961 report as follows -

(a) Directors in office as at the date of this report are

Mr. M. Calnin	Mr. N.M. Forster
Mr. F.D. Hanrahan	Mr. G.R. Jordan
Mr. C.E. Croft	Mr. R.C. Gilbert
Mr. B.R. McCandlish	Mr. L.B. Doull
Mr. C.W. Jessup	Mr. C.O. Duncan
Mr. W.J. Kingsley	Mr. P.P. Winspur

(b) The principal activity of the Company in the course of the financial year has been to promote and operate a tramway museum, and there was no significant change in the nature of the Company's activities during the year.

(c) The Net Surplus of the Company for the period under review was \$1989.

(d) The following amounts were transferred to reserves or provisions during the financial year : -

Provision for Depreciation	\$703
----------------------------	-------

(e) No shares or debentures were issued during the year.

(f) The Memorandum of Association specifically prohibits the payment of any dividends.

(g) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain that all known bad debts had been written off and that adequate provision had been made for doubtful debts.

(h) At the date of this report the Directors are not aware of any circumstances which would render the amount written off for bad debts or the amount of the provision for doubtful debts inadequate to any substantial extent.

(i) The Directors took reasonable steps, before the Income and Expenditure Account and Balance Sheet were made out, to ascertain that the current assets of the Company (other than Debtors) were shown in the accounting records of the Company at a value equal to or below the value that would be expected to be realised in the ordinary course of business.

(j) At the date of this report the Directors are not aware of any circumstances which would render the values attributed to current assets in the accounts misleading.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1976

ANNUAL REPORT OF THE DIRECTORS (Continued)

- (k) At the date of this report there does not exist any charge on the assets of the Company or any contingent liability which has arisen since the end of the financial year.
- (l) No contingent or other liability has become enforceable, or is likely to become enforceable within the period of twelve months after the end of the financial year which, in the opinion of the Directors, will or may affect the ability of the Company to meet its obligations as and when they fall due.
- (m) At the date of this report the Directors are not aware of any circumstance not otherwise dealt with in the report or the accounts which would render any amount stated in the accounts misleading.
- (n) The results of the Company's operations during the financial year were not, in the opinion of the Directors, substantially affected by any item, transaction or event of a material and unusual nature.
- (o) In the interval between the end of the financial year and the date of this report no item, transaction or event of a material and unusual nature has arisen which is likely, in the opinion of the Directors, to affect substantially the results of the Company's operations for the next succeeding financial year.
- (p) No options have been granted by the Company over its shares nor are any options outstanding.
- (q) No Director, since the end of the previous financial year, has received or has become entitled to receive a benefit by reason of a contract made by the Company or a related corporation with the Director or with a firm of which he is a member or with a company in which he has a substantial financial interest.

This report is made by authority of a resolution of the Directors and signed on behalf of the Board by -

L.B. Doull Director

C.O. Duncan Director

Dated at Ballarat this 24th day of September, 1976

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1976

STATEMENT BY DIRECTORS

We, Leonard Bremner Doull and Campbell Oliphant Duncan, being two of the Directors of Ballarat Tramway Preservation Society Ltd., do hereby state in accordance with a resolution of the Board of Directors that in the opinion of the Directors the accompanying Income and Expenditure Account is drawn up so as to give a true and fair view of the results of the business of the Company for the year ended 30th June, 1976 and that the accompanying Balance Sheet is drawn up so as to give a true and fair view of the state of affairs of the Company as at the 30th June, 1976.

Dated at Ballarat this 24th day of September, 1976

L.B. Doull Director

C.O. Duncan Director

STATEMENT PURSUANT TO SECTION 162(12)

OF THE COMPANIES ACT 1961

I, Noel Michael Forster, being the person in charge of the preparation of the accompanying accounts of Ballarat Tramway Preservation Society Ltd. for the year ended 30th June, 1976 hereby state that to the best of my knowledge and belief such accounts give a true and fair view of the matters required by Section 162 of the Companies Act 1961 to be dealt with therein.

Dated at Ballarat this 24th day of September, 1976

N.M. Forster

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

BALANCE SHEET AS AT 30TH JUNE, 1976

1975
\$

SOCIETY FUNDS

Accumulated Fund

4076	Balance brought forward 30/6/75		6704
<u>2628</u>	Plus Surplus for Year		<u>1989</u>
\$6704			\$8693
====			====

THESE FUNDS ARE REPRESENTED BY -

Current Assets

19	State Savings Bank of Victoria	140	
2513	Australia & New Zealand Banking Group Ltd.	1175	
20	Cash on Hand	20	
1205	Debtors & Prepayments	1540	
3268	Deposit	3268	
403	Stock on Hand (at lower of cost or market realizable value)	<u>1388</u>	
<u>7428</u>			7531

Less Current Liabilities

10	Subscriptions in Advance	-	
300	B.T.P.S. Co-operative Ltd. (Payable within 12 months)	<u>350</u>	
<u>310</u>			350
7118			<u>7181</u>

Plus Non-Current Assets

Investments

60	Powellite Press (at cost)		
(14)	Less Loss on Investment		

Fixed Tangible

7901	Tram Depot - Trackwork (at cost)	7901	
(449)	Less Provision for Depreciation	<u>845</u>	7056
2345	Electrical & Overhead Equipment (at cost)	2345	
(219)	Less Provision for Depreciation	<u>454</u>	1891
-	Trams (at cost)(See Note 1)	1400	
-	Less Provision for Depreciation	<u>11</u>	1389
287	Other Equipment (at cost)	649	
(36)	Less Provision for Depreciation	<u>97</u>	<u>552</u>
<u>9875</u>			10888
16993			<u>18069</u>

Less Non-Current Liabilities

3562	B.T.P.S. Co-operative Ltd. (Payable after 12 months)	3113	
800	A.R.H.S. - Victorian Division	600	
<u>5927</u>	Members Loans	<u>5663</u>	
10289			9376
\$6704			<u>\$8693</u>
====			====

Note (1) This item does not include trams donated to the Society by the State Electricity Commission of Victoria.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1976

<u>1975</u>			
\$			
	<u>INCOME</u>		
578	Members Subscriptions		648
63	Donation - General		115
907	- Museum		1120
225	Museum Takings		-
347	Interest Received		573
666	Surplus from Tram Operations (see attached statement)		551
350	Surplus from Sales Department (see attached statement)		578
41	Surplus from Tours Department (see attached statement)		52
<u>125</u>	Surplus on Convention		<u>-</u>
<u>3302</u>			<u>3637</u>
	<u>LESS EXPENDITURE</u>		
	<u>Administrative</u>		
316	Telephone & Postage	719	
138	Printing & Stationery	253	
140	Advertising	233	
19	Insurance	21	
15	Room Rental	42	
17	Audit Fee (B.T.P.S. Co-operative Ltd.)	-	
-	Legal Fees	100	
<u>10</u>	General Expenses	<u>10</u>	
<u>655</u>		1378	
	<u>Other Expenses</u>		
14	Loss on Investment		
5	Theatre Party		
<u>-</u>	Subscriptions	<u>270</u>	
<u>19</u>		<u>270</u>	
<u>674</u>			<u>1648</u>
<u>\$2628</u>	<u>SURPLUS FOR YEAR</u>		<u>\$1989</u>
====			====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

TRAM OPERATIONS INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1976

<u>1975</u>			
\$			
	<u>INCOME</u>		
3956	Fares		5729
-	Advertising		<u>150</u>
<u>3956</u>			5879
	<u>LESS EXPENDITURE</u>		
	<u>Operating Expenses</u>		
183	Repairs & Maintenance - Tram Cars	972	
-	- Trackwork	819	
12	- Equipment	346	
155	Driver Training & Uniforms	(19)	
564	Interest Paid	447	
228	Hire of Equipment	180	
548	Electricity	708	
624	Insurance	761	
84	Tickets	132	
154	Rent	252	
228	Depreciation - Tram Depot & Trackwork	396	
156	- Electrical & Overhead Equipment	235	
-	- Trams	11	
<u>21</u>	- Other Equipment	<u>61</u>	
2957		5301	
	<u>Other Expenses</u>		
259	Official Opening	-	
74	Legal Fees	-	
-	1st Anniversary Expenses	<u>27</u>	
<u>333</u>		27	
3290			5328
<u>\$666</u>	<u>SURPLUS FOR YEAR</u>		<u>\$551</u>
====			====

SALES DEPARTMENT INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1976

<u>1975</u>			
\$			
882	<u>Sales</u>		1558
	<u>Less Cost of Goods Sold</u>		
473	Stock on Hand 30/6/75	403	
462	Purchases	<u>1965</u>	
935		2368	
<u>403</u>	Less Stock on Hand 30/6/76	<u>1388</u>	
532			980
<u>\$350</u>	<u>Surplus for Year</u>		<u>\$578</u>
===			===

TOURS INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1976.

<u>Tour</u>	<u>Surplus</u>
Yallourn (Share of Profit tour conducted jointly with A.R.E.)	\$52
	==