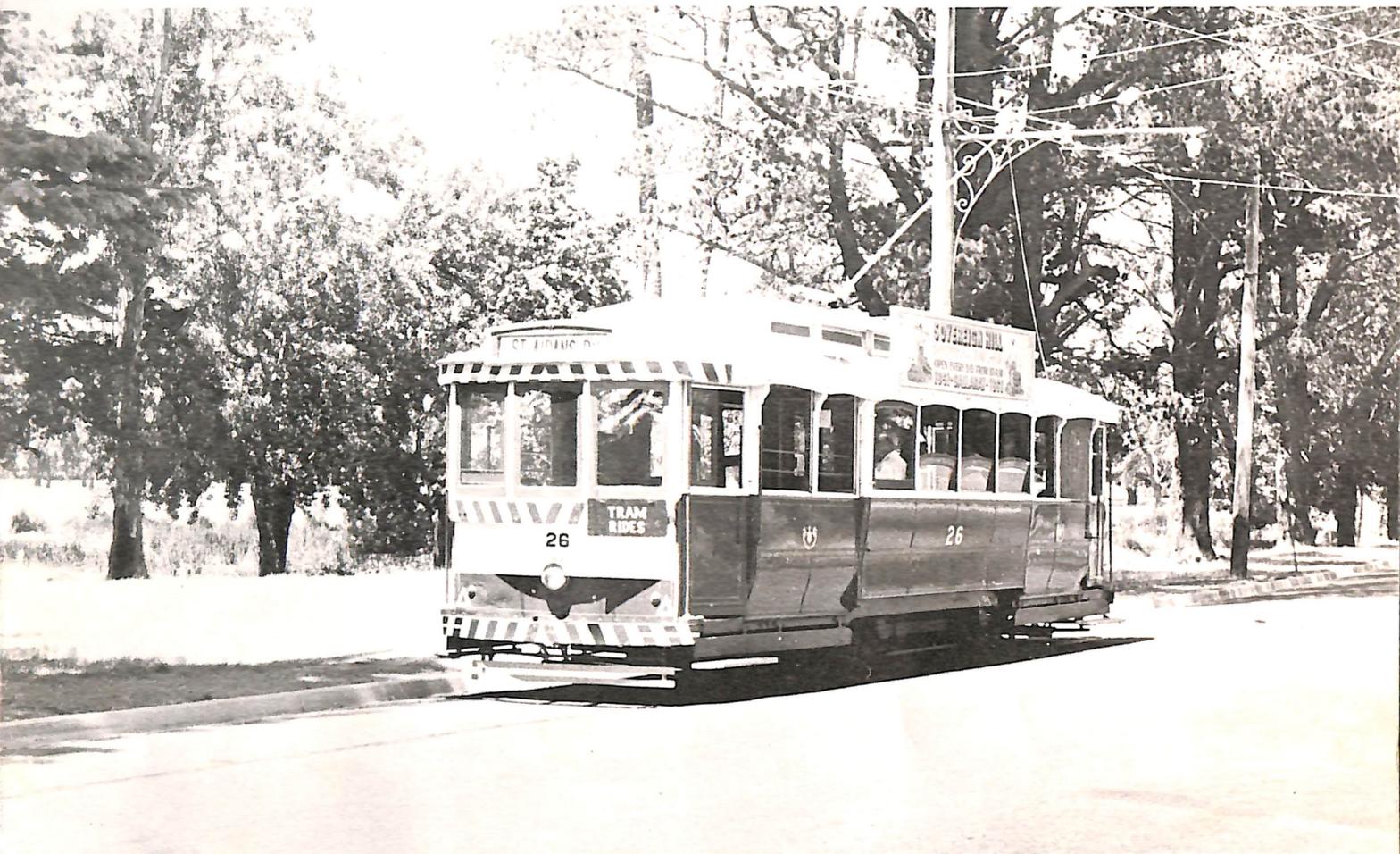


BALLARAT TRAMWAY
PRESERVATION SOCIETY
LIMITED



ANNUAL REPORT
AND
FINANCIAL STATEMENT
1977-1978

BALLARAT TOURIST TRAMWAY

BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED

ANNUAL REPORT AND FINANCIAL STATEMENT

1977 - 1978

Dear Members,

Your Board has pleasure in presenting this fifth Annual Report of the Ballarat Tramway Preservation Society Limited for the year ending 30th June 1978.

For the Society the year under review has been one of great achievement with the commencement of the depot extensions. We have again carried many thousands of visitors through the Botanic Gardens and their happiness has been our reward for the effort involved in the operation and maintenance of the tramway.

Members may recall that in the Annual Report for the year 1976-1977 reference was made to the entering of a new stage in the Society's history - that of an improvement and modification of the Society's tramcar fleet, depot and trackwork until an attractive viable equilibrium was reached.

In December our submission for the extension to our depot was presented to the Ballarat City Council and was favourably received and approved. Our thanks must go to Council for their valued time and consideration.

During the year the Society activities have indeed been directed towards the improvement and modification of the tramcar fleet, trackwork and depot with the City Council's permission to extend the present depot. At the close of the year the foundations for the depot had been completed except for filling in and it is envisaged that the structure will be completed to lock-up stage before Christmas and this will enable some of the trams stored off-site to be transferred into the depot. In fact some equipment has been transferred, with the relinquishing of the Showgrounds premises during the year. This has cut the amount of rent being paid out by the Society.

The first allocation of the grant from the Minister for State Development and Decentralization has been received and the Society expresses its gratitude for this much needed financial support.

Tramcar acquisition has continued during the year with Ballarat 11 returning from Daylesford in August and ex-MMTB 121 and ex-SEC 35 being made available in April. Both these tramcars were formerly Hawthorn Tramways Trust vehicles. Also the Society has been offered, and accepted, the offer of an X1 class tramcar. The newly acquired tramcars are at present stored off-site and will be transferred to the new depot in due course. The fleet now totals 13.

For a tramway operation such as ours this is felt to be a most favourable number; allowing for passenger carrying operations, a full overhaul program and a display of several types of tramcars for visitors to the proposed museum.

At the close of the year there were 251 members with 11 new members joining during the year. The newsheet "Fares Please" has been mailed out every second month to keep members informed of activities together with events regularly contributed to "Trolley Wire" magazine.

In summary, the year has been one of great progress in bringing the Ballarat Tourist Tramway closer to being a presentable and permanent memorial to Ballarat's electric street public transport.

BOARD OF MANAGEMENT

President	Frank Hanrahan
Ballarat Vice-President	Len Doull
Melbourne Vice-President	Bill Jessup
Secretary	Noel Forster
Treasurer	Carolyn Dean
Ordinary Board Members	Geoff Dean
	Campbell Duncan
	Richard Gilbert
	Graham Jordan
	Bill Kingsley
	Peter Winspur

Richard Gilbert was General Manager and Traffic Manager, Peter Winspur was Driver Trainer and Works Foreman, Len Doull was Special Engineer, Bill Kingsley was Engineering Manager, Bill Jessup was Sales Officer and CoTMA Representative, Frank Hanrahan was Electrical Engineer, and Carolyn Dean was Membership Officer and Uniforms Officer.

THANKS

Each year the Society is proud and gratified to acknowledge the assistance of a growing list of people and bodies. The State Electricity Commission, The Melbourne and Metropolitan Tramways Board and Mr Gerry O'Brien of the State Government Major Tourist Projects Committee have again been extremely helpful to the Society. We thank those who have made tramcars available to us and look forward to reporting their use on the tramway. Thank you to those who have provided storage space for our seven off-site trams. Thank you also to all members and supporters who have assisted in many ways; in particular to Len Doull and Warren Doubleday for their tireless efforts in preparing the Depot Extensions Plans and supervising the actual carrying out of the work. And special acknowledgement must be made of the sympathetic hearing and assistance given by the Mayor and Councillors of the Ballarat City Council. Not forgetting our Treasurer, with Campbell Duncan and Bill Jessup, who arranged all the financial arrangements for the Co-Operative Loan for the depot extensions.

To all others not specifically mentioned, our gratitude is extended for their valuable support.

Noel Forster
Secretary

BRANCH REPORTS

GENERAL MANAGER'S REPORT

The year has been one in which labour intensive works activity has re-commenced as a result of the construction of the depot extensions. Prior to this the main tasks have been allied with the operation of the trams and little construction work has been attempted.

When approval was granted to commence the depot extensions a quickly organised work party was rallied to trim felled trees around the depot site and this re-kindled our enthusiasm of earlier working days now almost forgotten over the passage of time. Although being constructed by paid labour a large amount of ancillary work will need to be done by Society volunteers, which prompts some comment on the number of members assisting the Society. Since the falloff in physical construction works at our site around 1975 the number of workers attending has declined and is something of concern to the Board, now that we are to embark on major new works. We ask that you give favourable consideration to helping the Society in the form of work parties when a call is made. An intensive programme of track laying and other associated works will commence in the next few months. We look forward to active work parties on our Tramway again, accompanied by the good working spirit and co-operation of the members that was well known when the Society first came into being.

The amount of work effort put into the planning and ultimate construction of the extensions by Len Doull and Bill Kingsley along with Warren Doubleday despite the long distance he resides from us, has a magnitude not fully realised by a number of members and I thank those people for their efforts. There are of course many others who have assisted, but to name them all would take a lot of space and at the same time run the risk of inadvertently leaving one or two out, but to all those people I say thanks.

The decision to embark on these new works not only raises the call for more member participation but places strain on the Society finances. The coming year will be astringent one that will see some financial appeal sheets issued by Carolyn Dean, the Treasurer, The Society Board discusses each

"Appeal" very seriously before going to the members and only calls for funds when absolutely necessary and no decision is taken lightly. When any call is made this year I ask, along with the Treasurer, that you give a favourable reply in a time when our funds are heavily strained.

The Engineering Branch, headed by Bill Kingsley, has a number of tasks under its hat. The extensions, tramcar maintenance, trackwork and buildings are all responsibilities of the branch and the work effort completed in all these fields has enabled the tramway to keep operating. Particular thanks is due to the tramcar maintenance committee and I thank Graham Jordan, Andrew Hall, Rolph Jinks and Stuart Lodington in particular for their continued efforts in this field.

The Traffic Branch is responsible for the operation of the tram service which is the 'shop window' of our Society. The strong and untiring support of our members is needed in this section, and to date we have always had sufficient staff to cover the operation. I thank the members for this and remind others not involved that they are welcome to approach the Traffic Manager and join our 'Traffic Team'.

The house at Bungaree provides overnight accommodation for members and has fulfilled this task well over the year although the normal maintenance and improvement work has dwindled, but not to any degree that it affects the conditions at the house.

Our Society has made a number of forward steps over the past year and I thank all Society members who have helped achieve this goal in many ways. The coming year is one that will require further support from the membership and I feel this will be the case. I thank the members for their co-operation in making my task as General Manager such an enjoyable one.

Richard Gilbert

TRAFFIC MANAGER'S REPORT

The Traffic Branch has made a fine effort at operating the 'shop window' service for the public over the past year. The branch is made up of a number of personnel who give valuable effort and this is detailed below:-

Uniforms - Carolyn Dean has continued to keep this much needed section operating very well and has carried out some repairs and alterations to uniforms.

Operations - The trams have operated every Saturday and Sunday throughout the year, with the exception of one Saturday when severely inclement weather resulted in zero attendance by the public in the Gardens. The trams have also operated on most school holidays and public holidays and particular thanks is extended to the operating staff who have made themselves available on these days.

Rosters - Gavin Young has again done a tremendous task throughout the year by compiling the monthly traffic roster. After having been Acting Roster Clerk whilst Gavin was on Annual Leave I know what hard work is involved and I again say thanks.

Museum - The museum is still operated in tram No.38 and staffed by various persons at the depot. The Sales Section does most of its business here and I thank Stephen Butler, Andrew Mitchell, and Damien Wood in particular for their efforts in cleaning, maintaining and operating the museum and sales section.

Traffic Figures - The number of passengers carried showed a slight increase over the previous year. The Christmas to Easter period continues to be the busiest period, half the year's total patronage being during January to March (11,419). Mileage travelled was reduced slightly, resulting in an improvement in the average number of passengers per mile. The highest number of passengers carried on a single day was 945 on Labour Day (13.3.78) This was the best figure for a single day since our first Labour Day in 1975 when 1455 were carried. Unfortunately, very poor winter weather seriously reduced patronage after early May.

<u>1977/1978</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	11	302	545	1.8	50	27
August	16	490	1758	3.6	110	31
September	10	306	1153	3.8	115	31
October	10	259	901	3.5	90	26
November	11	302	1002	3.3	91	27
December	16	512	2186	4.3	137	32
January	31	1056	5317	5.0	172	34
February	11	326	1406	4.3	128	30
March	13	648	4696	7.2	361	50
April	11	336	1324	3.9	120	31
May	17	451	1991	4.4	117	27
June	<u>8</u>	<u>206</u>	<u>565</u>	<u>2.7</u>	<u>71</u>	<u>26</u>
TOTAL	165	5194	22844	4.4(av)	138(av)	31(av)
OVERALL TOTAL	593	21411	98355	4.6(av)	166(av)	38(av)
PREVIOUS YEAR	<u>163</u>	<u>5360</u>	<u>22438</u>	<u>4.2(av)</u>	<u>138(av)</u>	<u>33(av)</u>

Passenger Loadings:

	<u>30c/40c</u>	<u>20c</u>	<u>10c</u>	<u>Check No Value</u>	<u>Total</u>	<u>All Day</u>
1977/1978	10166	11226	528	924	22844	27
Overall Total	42362	49729	3366	2898	98355	139

Adult fares were increased 10c on 1.8.78

Driver Training - Gary Davey, Chris Jacobson and David Frost were qualified during the year. Carolyn Dean became the first woman to ever train in Dallarats.

I wish to thank all those in the Traffic Branch who have helped in the operation and the conduct of the service over the past year. I feel that each person has given his/her best towards the task and this has made the job of Traffic Manager more pleasurable and rewarding for me.

Richard Gilbert

ENGINEERING MANAGER'S REPORT

In true news fashion, let me announce that the most exciting aspect of the years engineering activities has been the depot extensions, and that it will consequently be reported on last. You therefore have to read all the minor news (and a few commercials) first.

Firstly the bad news.

During the year we were advised that Geelong City Council had taken an option on the old Geelong tramway depot site and hence of the depot fan within it. This fan had previously been promised to us by the owner of the site. A letter sent to the Council on 20th November 1977 had been acknowledged but still not answered at the end of our Society year some 7 months later. This year witnessed a most serious act of vandalism when the wires of the tramway telephone system were sabotaged. Reluctantly, we had to report this incident to the Police. Repairs were promptly made by our Communications Engineer, Allan Harnwell.

Discussion was undertaken on the possibility of tram 39 being restored by the trade and paraprofessional students at Footscray Technical College. but the lack of a roofed area of sufficient dimensions into which the tram could be placed defeated the idea.

Now all the good news.

A most onerous task was completed during the year - namely the cataloguing and indexing of the large and incredible collection of old SEC plans given to us for safekeeping by Mr. Bill Llewellyn of the SEC's Mid Western Branch. So we now have readily available information on nearly everything from Westinghouse motors to drawbar pins.

An offer of scrubbing equipment (for the tracks) was received from BTMS (Brisbane), and offers of a tower truck from MGTAT (Auckland) and WATM (Perth) all through the Council of Tramway Museums. We thank these fellow museums for their generous offers, but problems of distance and finance have bade us say no.

The old horsedrawn tower wagon which has been supporting a tree near the top of Sovereign Hill was rescued by our good friend Gerald Jensen from the City Engineer's Department and is now in the possession of the National Trust.

In a serious and successful endeavour to improve the skyward scenery near Carlton Street, the old SEC overhead has been both modified and tightened. The span wires are now less in number and higher in altitude, the latter aspect being of considerable significance for the Begonia Festival Parade.

Your Engineering Manager has been involved with truckless (but not luckless) tramcar acquisition. The result of a direct approach to the Ballarat and Clarendon College is that tram 35 has ceased to be the realm of lunch munching students and is now enjoying a brief holiday watching the trains go by Dungaree station. It is in the good company of tram 121, thanks to the very generous work of Geoff Cargeeg. Member Dave Mickle quietly informed us that there was a tram in his backyard. What a backyard! A long grass on a country property and after pilgrimages by various notable (I'm not sure for which reason) members, has been accepted by the Board. Thanks Dave for your offer.

The track in Wendouree Parade is surviving excellently. The major problems have all been fixed and our intermittent use is causing very little further trouble. However the previously sweeping curve of the access track is looking decidedly kinky. I may have to concede to the MMTB after all that tracks in concrete are better than those in ballast, The extreme excursions of temperature in Ballarat, plus the tendency of second hand rail to do its own thing, have taken their toll. But don't panic. The gauge is still good, and that is really what matters.

Currently, the substation and overhead, as always, are working perfectly. The sleeper supporting system on the level crossing near the depot has been repacked and the approach track from the east realigned. On one of his reappearances from outer space, Warren Doubleday (alias Tom Price) has partially completed the signalling north of Gardens Loop. The symmetrical points from the south end of the Drummond Street North loop (confused?) were removed by the City Engineer's Department to storage for us. These rails will reappear near the depot shortly as the king points for our two fan ballcons.

Works Foreman, Peter Winspur, achieved the absolutely impossible when tram No.11 finally entered Sebastopol Depot fully and without modification, yet passing between two timber columns that are closer together than the required clearance width of the tram. This astounding miracle was performed by the moving track and notched column process on which world patents may be taken out.

In March I undertook a resurvey of the levels of the present depot. Comparing with the result of the earlier survey in July 1975, we found that the depot has actually (wait for it) RISEN slightly. We are indeed floating (the Treasurer may disagree). But the big news has been, of course, the Museum Depot Extensions. The first task had been for me to prepare a detailed submission to the City Council which Geoff Dean had so excellently printed. Then in October the Board gave its permission for me to arrange for a scale model of our proposed extensions to be built by John Easton of Alpha Displays, Lilydale. John did an excellent job, creating great detail in the construction of the model, not only structurally but even to the exact representation of the various trees. The roof and mezzanine floor of the model lift off to disclose floor and stair well details. Total cost of the model was \$885.50 but subsequent success was to vindicate the value of our outlay. We had felt a need to talk to the City Council in 3 dimensions, rather than from the not-so-easy-to-interpret 2 dimensions of a plan. The model achieved this communicative aim. It can now be inspected in the temporary museum at the depot.

Thanks to Tony Cooke, President of the TMSV, for the loan of some model tramcars to grace our model fan. Firstly, our model toured the homes of some of the local residents. We wanted them to know exactly what we were trying to achieve and how aesthetically acceptable it would really be.

Then the model dragged me along to TV channel BTV 6. Thanks Craig for the interview, but it did convince me that I should stick to engineering and let our PR people star on 'the box' in future.

Finally to the City Council. Our deputation was very well received and much more than the allotted time was given to an inspection of the model. I enjoyed talking to the Council and could feel a genuine interest in our project. An offer was made for our model to be displayed in the Town Hall foyer. We could have asked for no more. The jubilant news of the New Year was that our visit to Council had been successful.

The long wait and many months of planning, the teamwork between our administration, traffic, legal, financial and engineering wizards, had all been so rewarding. But now ahead even greater challenges, the challenge to actually build.

We will succeed. At the end of the road we will have just the best tramway museum in Australia - something of which the people of Ballarat can be proud and in which it will be a pleasure for us to labour in the cause of preservation. It will be the culmination of a highly professional effort by our volunteer personnel.

Necessarily, a Project Engineer had to be appointed. Vice President, Len Doull, was the obvious choice and has given a really marvellous job. His report follows. Thanks Len. You were the right man in the right place at the right time.

The divisional incumbents of the Engineering Branch this year have been:-

Deputy Engineering Manager	-	Len Doull
Project Engineer	-	Len Doull
Works Foreman	-	Peter Winspur
Structural Engineer	-	Warren Doubleday
Electrical Engineer	-	Frank Hanrahan
Communications Engineer	-	Allan Harnwell
Environmentalist	-	Chris Jacobson
Tramcar Committee Chairman	-	Bob Prentice

Bill Kingsley
BCE, Dip Ed, MIE Aust.
Engineering Manager

PROJECT ENGINEER'S REPORT

On 14th December 1978, the Ballarat City Council approved the Society's proposed extension to the Depot. Building, Planning and Scaffolding Permits were issued to the Society on 13th April 1978.

Tenders for the construction of the foundations, cut-off walls and two service pits closed on 1st May 1978. On 9th May 1978, the Society (from four tenders received) accepted the lowest tenderer: W Bylsma and Son. The following day, Bylsma started work. Although impeded by bad weather, he made good progress. The work, except for backfilling of walls and service pits with filter gravel, was completed on 30th June 1978. Final cost: \$28,194.43.

Tenders for the next stage of the extension, namely, the erection of steel framework, cladding, and the rail support structure closed on 7th August 1978.

Five tenders were received. The Society, on 11th August 1978, accepted the lowest tenderer: J F and C E Hodges for the sum of \$22,500.00

I hope the new building will be completed to lock-up stage by early December.

L.B. DOULL
Project Engineer
Dip.C.E., M.B.S., C.E.

TRAMCAR MAINTENANCE AND RESTORATION COMMITTEE REPORT

With the completion of the new depot extension facilities in the near future, the Tramcar Maintenance and Restoration Committee will be able to carry out all maintenance and restoration works in the best facilities of any tramway museum within Australasia.

It is for this reason that over the past 12 months only necessary works have been undertaken and most major or heavy tasks have been deferred. This has been made necessary due to the present limited space and cramped conditions in our depot in which our small but efficient maintenance staff have to work. But this has not deterred our eager workers. The maintenance staff have successfully achieved to overhaul and restore tram No.28 and it has now been placed into regular service. No.28 is our first major task in the restoration and overhaul field but will certainly not be the last. Experience and knowledge gained in this exercise has and will be of valuable assistance in the future.

The return of Tram No.28 to service has allowed the withdrawal of No.26 for a much needed rest from constant use. A recent inspection of No.26 has revealed that this car will need to undergo a wheel change before it is eventually returned to service.

Works carried out on the society's operating fleet for the past 12 months were:-

- No.14 Roof repainted. Faulty controller overhauled.
- 26 No works
- 27 Roof repainted
- 28 Overhaul and repainting completed. Returned to service on 12th March
- 38 Roof repainted. Body prepared for a total repaint. Repaired motor reassembled and tested. Due to a further fault occurring the motor armature has been returned to the contractor for repairs.
- 40 Saloon window glass has been repacked with putty.

Trams stored off-site (being No's 11, 33, 39, and Melbourne 661 and 671) have had no works carried out whilst in storage.

The Society also took the opportunity to acquire two more trams during the year. These being former Ballarat No.35 and former Melbourne No.121, Both of these cars were former Hawthorn Tramways Trust bogie trams. It is anticipated that one complete tram will be constructed by the combination of both cars. These trams are presently stored off-site at Bungaree.

In conclusion I would like to express my sincere thanks to all the maintenance staff for their efforts in the past. Their help and endless untiring efforts will always be greatly appreciated.

Car Mileage

Tram	1977 - 1978			Overall totals as at 30/6/78.		
	Days	Hours	Miles	Days	Hours	Miles
	<u>Run</u>	<u>Run</u>	<u>Run</u>	<u>Run</u>	<u>Run</u>	<u>Run</u>
14	57	246.34	1373	203	935.26	5283
26	59	270.30	1538	231	1083.54	6218
27	55	242.33	1302	240	1184.55	6739
28	20	73.28	395	22	74.31	397
38	-	-	-	2	6.15	32
40	33	115.32	587	133	517.36	2744
<u>TOTAL</u>		948.37	5195		3802.37	21413

cf. 1976-1977 947.59 5360

Tram 28 entered revenue service on 12.3.78

NOTE: Mileage is calculated by the total number of trips run multiplied by 1.6.

Graham Jordan
Tramcar Maintenance and Restoration Committee

SALES DEPARTMENT REPORT

During the past year the Sales Department has concentrated on minimising stock while maximising variety. A number of lines have been introduced and these have sold well. As a consequence the past year has seen record levels of revenue. The next twelve months should see another record set.

Enamel badges of tramcar 27 have been ordered and are expected to arrive early in July and these are expected to sell well. The traditional tourist lines of postcards and button badges have continued to sell well.

Gavin Young has once again proved invaluable in operating the Sales Department and to him must go a good deal of the credit for the success of its operations which are a valuable contribution toward our Society's revenue.

Bill Jessup
Sales Officer

PUBLICITY REPORT

The tramway was listed in the 'Age' Weekender on several occasions during the year and was mentioned in a number of suburban newspapers. Radio stations throughout western Victoria were given details of christmas and holiday time-tables, and in particular I wish to thank 3BA, Ballarat for their support for our project in the form of announcements gleaned from our 'Fares Please' newsheet. BTV 6 at Ballarat have supported throughout the year and in particular the interview with Bill Kingsley discussing our depot extensions, and the station identification featuring our tramway were valuable advertising to us. Information was also given to 3MP, which has continued to give the Tourist Tramway valuable publicity by making frequent announcements in their regular programs. Community Radio 3CR Melbourne has shown support for our project which resulted in an interview segment with Richard Gilbert.

The Ballarat Courier have printed a lot about our tramway and we sincerely thank them for this space in the popular daily press.

The Society remains a Member of the Central Highlands Regional Tourist Authority and through this organisation we have had valuable advertising. We thank Executive Director, Ruth Rice, for her particular efforts in promoting the Society. Victour in Ballarat and Melbourne have also assisted in promoting us. The Society handbill was widely distributed by various other tourist authorities during the main holiday season and a revised issue has been prepared for the coming season.

Barry McCandlish has done a fine job in promoting the Society in the Ballarat area and I thank him for his effort.

Paul Nicholson
Publicity Officer

C.O.T.M.A. REPORT

The Council of Tramway Museums of Australasia, has now become an established part of the Australian tramway museum scene. The formation of COTMA, resulted from the historic first conference in 1975 which was held in Ballarat and hosted by this Society. The result of that conference is that all major tramway museums in Australia and New Zealand are now affiliated members of COTMA.

C.O.T.M.A., on behalf of its affiliated member museums, has become a member of the International Association of Transport Museums (IATM), a world wide organisation. A regular magazine produced by the IATM, for circulation throughout the world, now carries news items from the Australian and New Zealand tramway museums, which are submitted through COTMA.

Each conference of COTMA not only provides the opportunity to renew friendships, but also provides the delegates a chance to visit and inspect the host Society's museum.

The 1978 conference was held in Christchurch, New Zealand, over the Anzac Day weekend of the 22nd to 25th April. The Christchurch conference also provided the opportunity for some museum delegates from Australia to travel 'overseas' for the first time. The guest speaker at the Christchurch conference was Mr Geoffrey Claydon, Secretary of the Tramway Museum Society (UK). With the conference being held in New Zealand and the presence of Mr Claydon from the UK, gave the conference a slight international flavour. Subjects spoken about by Mr Claydon includes problems encountered by the Crich museum during its establishment, most of which are similar to those Australian museums have or will face.

The host for the 1978 conference was the Tramway Historical Society, which operate the Ferrymead Tramway. The writer was fortunate in being able to represent the BTPS in Christchurch. The opportunity to inspect other tramway museums in Wellington and Dunedin was also taken.

It was decided by the delegates at this conference to hold the function bi-yearly instead of annually as in the past. The Brisbane Tramway Museum Society will host the next conference at Brisbane in 1980.

The purpose of COTMA, and the conferences is to join in unity all affiliated tramway museums for joint co-operation, the exchange of spare parts and to solve other common problems which all tramway museums seem to have.

Graham Jordan

COTMA Representative at New Zealand conference.

AUDITORS REPORT TO MEMBERS OF

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

1. In my opinion the attached Income and Expenditure Account and Balance Sheet, give a true and fair view of the state of the society's affairs at 30th June, 1978 and of the surplus for the year ended on that date.

2. As required by the Companies Act 1961 I report as follows:-

In my opinion

- (a) the attached accounts are properly drawn up:
 - (i) so as to give a true and fair view of the matters required by Section 162 to be dealt with in the accounts; and
 - (ii) in accordance with provisions of that Act.
- (b) the accounting records and other records, and the registers, required by that Act to be kept by the society have been properly kept in accordance with the provisions of that Act.

Robert G. Paroissien
A.A.S.A., A.C.I.S.
Public Accountant

Vermont South
11th September, 1978

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1978

ANNUAL REPORT OF THE DIRECTORS

Your Directors submit herewith the Financial Statements of the Company for the year ended 30th June, 1978 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. F.D. Hanrahan	Mr. G.D. Dean
Mr. L.B. Doull	Mr. G.R. Jordan
Mr. C.W. Jessup	Mr. R.C. Gilbert
Mr. N.M. Forster	Mr. C.O. Duncan
Mrs. C.D. Dean	Mr. P.P. Winspur
Mr. W.J. Kingsley	

(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 \$3086.

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

Provision for Depreciation \$836

(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.

(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.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1978

ANNUAL REPORT OF THE DIRECTORS (Continued)

- (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 8th day of September, 1978.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1978

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, 1978 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, 1978.

Dated at Ballarat this 8th day of September, 1978.

L.B. Doull
Director

C.O. Duncan
Director

STATEMENT PURSUANT TO SECTION 162 (12)
OF THE COMPANIES ACT 1961

I, Carolyn Denise Dean, being the person in charge of the preparation of the accompanying accounts of Ballarat Tramway Preservation Society Ltd., for the year ended 30th June, 1978 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 8th day of September, 1978.

C.D. Dean

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

NOTES TO AND FORMING PART OF THE ACCOUNTS

Note 1

Summary of Significant Policies

Set out hereunder are the significant accounting policies adopted by the Society in the preparation of the accounts for the year ended 30th June, 1978.

Unless otherwise stated, such accounting policies were also adopted in the preceding accounting period.

(a) Underlying Principles

The accounts have been prepared in accordance with conventional historical cost principles and have not been adjusted to take account of either changes in the general purchasing power of the dollar or changes in the prices of specific assets.

(b) Depreciation

Depreciation is calculated on a straight line basis so as to write off the net cost of each fixed asset during its effective working life.

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

Additions are depreciated on a pro rata basis from the date of purchase.

The principal annual rates are:-

Depot & Trackwork	5%
Electrical & Overhead Equipment	10%
Other Equipment	10%
Trams	5%

(c) Stock Valuation

All stocks are valued at the lower of cost or net realisable value.

(d) Income Tax

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

(e) The item in the Balance Sheet, Trams (at cost) does not include trams donated to the Society by the State Electricity Commission of Victoria.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

BALANCE SHEET AS AT 30TH JUNE, 1978

<u>1977</u>			
\$			
	<u>SOCIETY FUNDS</u>		
	<u>Accumulated Funds</u>		
8693	Balance brought forward 30/6/77		10026
1333	Plus Surplus for Year		3087
			<u>10026</u>
\$10026			\$13113
=====			=====
	<u>THESE FUNDS ARE REPRESENTED BY:-</u>		
	<u>Current Assets</u>		
219	State Savings Bank of Victoria	-	
900	Australia & New Zealand Banking Group Ltd.	4897	
20	Cash on Hand	20	
1791	Debtors & Prepayments	1533	
3268	Deposit	3268	
1285	Stock on Hand (at lower of cost or market realisable value)	<u>628</u>	
<u>7483</u>			10346
	<u>Less Current Liabilities</u>		
-	Creditors	920	
62	Subscriptions in Advance - Members	208	
-	- "Trolley Wire"	137	
375	B.T.P.S. Co-operative Ltd. (Payable within 12 months)	190	
200	A.R.H.S. - Victorian Division (Payable within 12 months)	<u>200</u>	
<u>637</u>			1655
6846			<u>8691</u>
	<u>Plus Non-Current Assets</u>		
	<u>Fixed Tangible</u>		
7901	Tram Depot & Trackwork (at cost)	8902	
(1240)	Less Provision for Depreciation	<u>1635</u>	7267
2345	Electrical & Overhead Equipment (at cost)	2345	
(689)	Less Provision for Depreciation	<u>924</u>	1421
2184	Trams (at cost)	2434	
(113)	Less Provision for Depreciation	<u>236</u>	2198
649	Other Equipment (at cost)	649	
(180)	Less Provision for Depreciation	<u>263</u>	386
<u>10857</u>			11272
	<u>Investment</u>		
-	Shares - (B.T.P.S. Co-operative Ltd.) (800 \$1 shares paid to 10 cents each)	<u>80</u>	
<u>10857</u>			11352
17703			<u>20043</u>
	<u>Less Non-Current Liabilities</u>		
2714	B.T.P.S. Co-operative Ltd. (Payable after 12 months)	2516	
200	A.R.H.S. - Victorian Division (Payable after 12 months)-	<u>4414</u>	
<u>4763</u>	Members Loans		
<u>7677</u>			6930
			<u>\$13113</u>

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1978

1977

\$

INCOME

701	Members Subscriptions	975
80	Donations - General	65
1586	- Museum	2238
571	Interest Received	572
(643)	(Deficit) Surplus from Tram Car Operations (see attached statement)	813
583	Surplus from Sales Department (see attached statement)	320
54	Surplus from Tour Department (see attached statement)	10
<hr/>		<hr/>
2932		4993

LESS EXPENDITURE

Administrative

486	Telephone & Postage	598
607	Printing & Stationery	453
62	Advertising	228
88	Insurance	26
8	Room Rental	4
35	Audit Fee (B.T.P.S. Co-operative Ltd.)	-
-	Bank Charges	50
312	Convention & Conferences	122
<u>1</u>	General Expenses	<u>172</u>
1599		1653

Other Expenses

-	Subscriptions	253
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<hr/>		<hr/>	1906
1599			
<hr/>			<hr/>
\$1333	<u>Surplus for Year</u>		\$3087
====			====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

TRAM OPERATIONS INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1978

<u>1977</u>			
\$			
	<u>INCOME</u>		
5347	Fares		6538
-	Advertising		<u>550</u>
5347			7088
	<u>LESS EXPENDITURE</u>		
	<u>Operating Expenses</u>		
1355	Repairs & Maintenance - Tram Cars	513	
5	- Trackwork	4	
32	- Equipment	185	
472	Interest Paid	457	
744	Hire of Equipment	1160	
581	Electricity	1052	
1047	Insurance	1017	
150	Tickets	165	
27	Advertising	-	
762	Rent	786	
-	Other Expenses	100	
395	Depreciation - Tram Depot & Trackwork	395	
235	- Electrical & Overhead Equipment	235	
102	- Trams	123	
83	- Other Equipment	<u>83</u>	
5990			<u>6275</u>
(\$643)	<u>(Deficit) Surplus for Year</u>		<u>\$813</u>
=====			=====

SALES DEPARTMENT INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1978

<u>1977</u>			
\$			
1724	<u>Sales</u>		2812
	<u>Less Cost of Goods Sold</u>		
1388	Stock on Hand 30/6/77	1285	
1038	Purchases	<u>1798</u>	
2426		3083	
1285	Less Stock on Hand 30/6/78	<u>628</u>	
1141			<u>2455</u>
583	<u>Gross Profit</u>		357
-	Less Sundry Expenses		<u>37</u>
583	<u>Surplus for Year</u>		<u>\$320</u>
=====			=====

TOURS INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1978

<u>1977</u>		
\$		
54	Surplus on Yallourn Tour	-
-	Surplus on Adelaide Tour	<u>10</u>
54	<u>Surplus for Year</u>	<u>\$10</u>

