



BALLARAT TRAMWAY
PRESERVATION SOCIETY
LIMITED



Paul Nicholson

Ballaarat City Council Tramcar 14 in La Trobe Street at Queen Street in Melbourne on 29 January 1979

ANNUAL REPORT
AND
FINANCIAL STATEMENT
1978-1979

BALLARAT TOURIST TRAMWAY

BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED

ANNUAL REPORT AND FINANCIAL STATEMENT

1978-1979

Dear Member,

Your Board has pleasure in presenting this Sixth Annual Report of the Ballarat Tramway Preservation Society Limited for the year ended 30 June 1979.

The year under review has been one of frustration and disappointment for your Board in relation to the construction of the Depot Extensions. At the beginning of the year the foundations for the Depot had been completed, tramcar 26 had been withdrawn from service because of cracked spokes in one wheel and we started the year without our trackside telephone system.

In July we ordered the first batch of B class diesel electric locomotive enamel badges to start off a very profitable line in our Sales Department. This has continued throughout the year with the C class and S class badges.

However, the biggest item for the year must be the Depot construction. In July tenders were called for the construction of the steel work and the tender of J. F. & C. E. Hodges was accepted. Work on site was started in November (with the completion set for 22 December) when the two rows of column were placed in position. Most of the main roof beams were also placed during November and December, whilst the girts and purlins were placed at odd intervals during December and January. Very little was done from then on, the last date that any work was done on site was early March. Your Board, after communicating with the Contractor, accepted that the contract was terminated by default in May and immediately tenders were called for the completion of the steel work on the Depot. The tender of A. M. & R. M. Beel was accepted and it is hoped that the Depot will be ready for cladding early in the first half of the new year. All members of your Board would like to especially thank our Ballarat Vice-President, Len Doull, for the tremendous and sometimes very difficult job of Project Engineer over the past twelve months.

March saw the new Depot Fan area levelled and the track-bed prepared for the laying of the tracks.

Closely allied to the construction of the Depot has been the financing side. This year, in September, your Board raised the Society's portion of the Government Grant with Loans from several members instead of a Co-Operative Loan.

Your Board this year was:

President:

Frank Hanrahan

Ballarat Vice-President:

Len Doull

Melbourne Vice-President:

Bill Jessup

Treasurer:

Carolyn Dean

Secretary:

Geoff. Dean

Board Members:

Campbell Duncan

Richard Gilbert

Graham Jordan (resigned November)

Andrew Hall

Bill Kingsley (appointed November)

Barry McCandlish

Peter Winspur

Your Board has continued to meet each month on the second Friday throughout the year and the administration has continued to operate the Tramway and the behind-the-scenes activities very well.

This year also saw the first benefactor of the Society when Geoff. Cargeeg enabled the Society to obtain Hawthorn Tramways Trust tramcar 15 (later MMTB 121).

To bring the Society's Articles of Association up to date your Board is working towards amending the legal age in the Articles from 21 years to 18 years.

In December some of our members in Ballarat assisted with the moving of CHRTA (Central Highlands Regional Tourist Authority) from their office in Armstrong Street North, opposite the Y class, to their new office in the Bakery Hill complex.

The Traffic Branch has had quite a good year and has been involved in various unusual activities. The big event must have been The Melbourne Pageant on the Australia Day Holiday when Ballarat 14 carried over 500 people in La Trobe Street,

Melbourne. Other trams involved were the MMTB's V 214 and X2 676, Bendigo Trust's 17 and the TMSV's Birney tram. 14 was taken to Preston early in December and the MMTB Workshops overhauled the air compressor. Our Tramcar Maintenance team are proud to hear that the Workshops staff were impressed with the standard of maintenance on 14 and your Board is more than grateful for the assistance of the staff at Preston; in particular Messrs Howard Smith, John Sholtz and Graham Jones, who have advised our Maintenance team on quite a few of our problems.

As 14 went to Melbourne just before Christmas and was to be away for most of our peak summer period, it was decided to bring 33 out of Sebastopol and into the Depot. It was placed into revenue traffic at the end of December with not needing much more than a good clean and a service, mainly due to the good preservation by the Hamilton Pastoral Museum.

Dave Macartney once again decorated 28 as our Christmas Tram and 33 has been decorated and used as a Wedding Tram as can be seen on the inside back cover of this Report.

Unfortunately the year saw two derailments; a very minor one at the Gardens Loop on 28 October with no damage to tramcar nor passengers. The other occurred on the depot fan whilst 33 was being pushed into the Depot in December. Dewirements have been virtually non-existent with improvements to the overhead as well as keeping a watchful eye on stray tree branches growing close to the overhead wire. There have been no accidents on the Tramway at all this year.

In May, in order to cut down the number of trips being run empty and to conserve power, a Winter Table was introduced whereby the tramcar runs only as required from the Gardens Loop with signs at each stop directing intending passengers to the Loop near the Kiosk.

History was made in January when the first woman driver was passed out. During the Second World War the Ballarat Tramways employed women as conductresses, but none were trained as drivers. This event was well covered on television when our Treasurer and Austin Brehaut were shown on the BTV-6 News together with the first female bus driver in Ballarat.

The other major piece of television publicity was a complete "Camera 7" devoted to the activities of the Society. This programme was filmed on 4 March and shown after the news on 25 March and repeated on This Week Has Seven Days on 24 April. Many compliments have been received regarding the interview with our General Manager on this programme. A videotape of the programme has been bought by the Society.

Fares Please has continued to appear throughout the year. However there have been problems associated with Trolley Wire which are outside the Society's control and issues are running very late at the close of the year.

Our leaflets are being continually distributed throughout the country and about 20 000 were distributed during the year.

The Society accepted the donation of tramcar X1 463 by Dave Mickle in August and this tramcar will be transported to Ballarat once the Depot extension is complete. Also in August the Society had the chance of purchasing a Brussel 21E Brill truck - however, due to the very high cost of transport your Board did not go ahead with the purchase as we felt that our commitment to the Depot was more important at this time.

As mentioned earlier tramcar 26 is stored and in September it was decided that it should be converted to a Californian combination cross-bench car and be painted in an early livery once the workshop is operational. December saw 40 withdrawn for the installation of new axle brasses and 28 appeared with its number transfers whilst the saga of 38's motor continued throughout the year.

In April the suggestion was made that W3 661 should be painted in a livery of chocolate and cream and W4 671 in a livery of dark blue and light blue similar to the war-time RAAF recruiting trams. No decision has been finalised yet on these suggested colour schemes as your Board would like to hear comments from Members before the final decision is reached.

The Million Mile Plaque was returned during the year and has been restored to its place in 27 during March.

The telephone system, as mentioned earlier, was inoperative at the beginning of the year and this was finally restored in January with the laying of about 10 m of cable across the area where the pine trees had been at the Loop. Also the trackside telephone boxes were painted green during the year and now blend much better with the general Gardens environment.

CoTMA has continued to be a great asset to all its member organizations as a co-ordinator and distributor of spare parts, etc. The foresight in the formation of CoTMA is now paying great dividends as the voice of the Tramway Museums of Australasia.

Finally, Thanks to all the various people and organizations who have helped the Society over the past twelve months. As usual, too numerous to mention and if one was to start and mention names there would somebody left out who shouldn't have been.

The 1979-1980 year, hopefully, will see the completion of the Depot to lock-up stage and the bringing together of most of our tramcars into the one locality in the Gardens and then consolidating our fleet to increase the number of operable tramcars.

GENERAL MANAGER'S REPORT

The past year has been another of advancement for the Society, but not without its frustrations. The depot extension works are still underway, the delay brought about by an unexpected complete stoppage of construction work by our contractor. This stoppage, though no fault of our own, caused frustrations among the Board members and the general membership alike; as up to that point all had been flowing well. The delay has also cost the Society extra money in rent, legal costs and the like not previously anticipated; but now, with our new contractor, we are able to look to a completion date in the near future. To overcome an immediate cash shortage as a result of the delay we called on our members to support a special Appeal and I, along with the Treasurer, was very proud to see the support which followed and subsequently got us out of a liquidity problem. The Board appreciates the support shown by our Members who, after all, are the Society itself.

As mentioned in the past, trackwork, overhead construction and many other tasks will need completion now that the Depot is well under way and active support by members is always sought.

Ien Doull, Warren Doubleday and Bill Kingsley have all played a constant part in planning and co-ordinating the works programme connected with Depot extensions and I thank them for their excellent efforts.

Dave Macartney has been actively leading groups of workers, mainly our younger ones, in completing the more usual manual tasks such as drain digging and sleeper sorting and I thank him and all those helpers very much. Bill Kingsley as Engineering Manager is not only concerned with the Depot extensions but heads both the track maintenance and tramcar maintenance sections. Andrew Hall is the representative to the Board for the Tramcar Maintenance Committee and has done a fine task in keeping our trams on the road. Thanks are also due to Dave Macartney, Geoff. Hanrahan, Stephen Butler, Andrew Mitchell, Gary Davey and Graham Jordan for particular works they have completed on the trams.

One special effort worthy of praise was the Australia Day Holiday Transport Pageant in Melbourne in which our Tramcar Maintenance Committee did a fine job in making No. 14 available in Melbourne and No. 33 available for use as a replacement on our Tramway.

When the Depot extensions are completed the tramcar maintainers will be able to continue their fine efforts in better equipped and more commodious surroundings.

The Traffic Branch, the body responsible for the operation of the tram service, has continued to operate the trams in a responsible way. The excellent teamwork by all members of this section is a pleasing aspect of being involved with it as Traffic Manager. Particular thanks to Gavin Young for his work in preparing the monthly Traffic Roster.

Despite what some people say, publicity concerning the Society is always being put before the media. Paul Nicholson continually gives information to the "Age Weekender" and at each holiday period writes to Melbourne and country radio stations who have Community Announcements. Other special promotions are made from time to time and I thank Paul for all his help. Publicity in the Ballarat area is handled by Barry McCandlish and my thanks to him for his efforts. We are always seeking publicity and in the coming year we have plans to arrange package tours with bus companies and end-of-year school charters.

The house at Bungaree has continued to provide good accommodation for our members visting the tramway and continues to improve its standard of accommo-
dation.

Overall the Society has had a satisfying year and I thank all the members for their part in making this possible. I look forward to next year in which we can complete our major construction task and get our Society operating to its full potential. I thank all members for their co-operation in making my task as General Manager such an enjoyable one.

Richard Gilbert

TRAFFIC BRANCH REPORT

As in the past I am very proud of the fine effort put into operating the trams by our Traffic Branch members. This is one section of the Society that has not branched into any new area over the past year, but has completed its usual and very important task of maintaining our public presentation. Gavin Young is worthy of mention for his efforts as Roster Clerk and Ticket Supply. I appreciate Peter Winspur undertaking the effort of setting and correcting exam papers for prospective Motor-men and -women and thank him for his overall effort as Driver Training Officer.

Part of the Traffic Branch operation is the Museum Display and I thank those members who assist in its cleaning, stocking, manning and accounting for souvenir sales at the close of each operating day.

Perhaps a departure from our normal operation was the Australia Day Holiday Transport Pageant in Melbourne and I was very pleased at the fine effort displayed by our members involved on this day. Comment was made by the organizers of The Melbourne Pageant at the responsible and well presented effort displayed by our Society.

Traffic Figures:

	Days Run	km Run	Passengers Carried	Av. Pass. per km	Av. Pass. per Day	Av. km per Day
July	10	351	331	0.9	33	35
August	13	489	1071	2.2	82	38
September	15	609	1437	2.4	96	41
October	9	447	760	1.7	84	50
November	12	335	660	2.0	55	28
December	14	858	2093	2.4	150	61
January	31	1565 +	3576	2.3	115	50
February	10	455	803	1.8	80	46
March	10	790	2882	3.6	288	79
April	14	671	2303	3.4	165	48
May	19	676	1964	2.9	103	36
June	10	286	597	2.1	60	29
TOTALS	167	7532 +	18477	2.6	111	45
Overall Total	760	42328 +	116832	2.8	154	56
Previous Year	165	8442	22844	2.7	138	51

+ plus 56 km run by No. 14 in Melbourne 29 January 1979

Passenger Loadings:

50¢ 8232 30¢ 8367 20¢ 660 Check, No Value 1218 TOTAL 18477 All Day 21

From the point of view of the number of passengers carried the year was little short of disastrous. A cold wet winter was followed by a hot summer; neither of which are condusive to people coming into the Gardens and we are almost totaly dependant on the attraction of the Gardens for our patronage.

Driver Training:

As mentioned earlier Carolyn Dean became the first woman driver ever, in Ballarat and Lindsay Rickard also qualified this year and Len Doull has begun training.

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

Richard Gilbert

PROJECT ENGINEER'S REPORT

On 10 November 1978 contractor J. F. & C. E. Hodges commenced erecting steelwork and this work progressed steadily until Christmas, then slowed badly until, finally, the last date on which any work was performed was 9 March 1979. Following several warnings to the contractor about lack of progress the Society accepted that the contract was at an end (as a result of the builder's default) in May 1979.

Tenders, closing on 23 May 1979, were invited for the supply, fabrication and erection of steelwork to complete the partly erected building. Four tenders were received. On 6 June 1979 the Society accepted the tender of A. M. & R. M. Beel of Beaufort.

It is my earnest hope that the Depot work will proceed more smoothly in the future.

L. B. Doull, Dip.C.E., M.B.S.,C.E.

ENGINEERING BRANCH

In last year's Annual Report, in reference to the Depot extensions, I wrote that there remained "an even greater challenge, the challenge to actually build". In retrospect, very prophetic words, for what a challenge it has been. But if I was wise in that first statement, I will be correct with another, for I also said, "We will succeed".

We lost the Geelong fan which we were going to use for our extensions. The Town Clerk, Geelong, eventually answered our letter of 20 November 1977 on 10 July 1978 and by then the old SEC property had changed hands yet again. The property developer who was the new owner required the trackwork there to run his own trams on!

This meant that I had to design, and we have to build, our own fan. We are not losers in this for we finish with an excellent and most operable track arrangement without the incredible sharp curves of the Geelong fan. The actual location of tracks was determined in discussions on site with Mr Bob Whitehead (the new Gardens Administrator) so that a minimum of trees need be removed. In fact, the only trees removed were either old or small and after removal it was most difficult to tell that any had been removed at all. We must remain proud of the environment in which we work and team together so that, when completed, our Museum and Depot will be a worthy adjunct to the Gardens area.

Mr Gordon Barry did the earth-works for our new tracks with his universal loader. Sleepers were obtained from the Nullarbor Plain on the T.A.R. Rails are from Drummond Street North and from our stockpile in the Council Yard. New rails were purchased from the MMTB for the major pit.

Rails for the new work have been placed on the gravel road near the work-site. This was also at the request of Mr Whitehead as not only is there no grass to grow up through the rails, but the location effectively closes the road to through traffic (which had been a major concern of the Carlton Street residents).

A new access track and "king points" will be constructed in gauntlet to the present track so that the change-over from old to new will be relatively simple.

Drainage will be a large task, as will be the alterations and extensions to the overhead.

During the year joints and bonds on the present depot fan and access track were improved. A broken rail and loose joints near the south end of Windmill Drive were also repaired. Mr Ted Quillian assisted us again with this work. His expertise in welding is always appreciated.

Our very good friend, Mr Tom Beaumont, retired during this financial year after a lifetime of service to the citizens of Ballarat. As Curator of the Gardens we knew him always as helper and adviser. That he was also the grandfather of our Tramcar Maintenance Superintendent made him one of the family. As Engineering Manager let me thank you Tom for all your great help to our Tramway and to myself.

Mr Bob Whitehead and Mr Wayne Walters are the new incumbents. We look forward to a bright and co-operative future with them.

The trackside telephone boxes are now painted green to merge with the environment. Four of the old Victoria Street tram waiting shelters have been

provided for the tramway and will be brought to the Depot when the extensions are to lock-up stage. They eventually will be restored and placed on the route for our patrons. Council has provided us with proper "No Standing Anytime" signs for our use at the Gardens Loop during festival times.

As always, my thanks to the City Engineer's Department of Ballarat City Council for their continued, wholehearted and appreciated assistance. Mr Gerald Jensen continues to be our friend and liaison.

To our small but growing (mainly in years) and enthusiastic (usually) track works team, my real appreciation and to my Ganger, Dave Macartney, particular thanks.

The divisional responsibilities within the Branch have, this year, been allotted to

- | | | | |
|------------------|---------------------|------------------|-----------------|
| Len Doull . . . | Project Engineer | Allan Harnwell . | Communications. |
| Peter Winspur . | Works Foreman | Chris Jacobsen . | Environment |
| Frank Hanrahan . | Electrical Engineer | Dave Macartney . | Ganger |
| Warren Doubleday | Structural Engineer | Len Doull . . . | Deputy Rngineer |

To all these my sincere thanks. Their several reports accompany, also that of the Tramcar Maintenance and Restoration Committee, whose excellent work is now fully independent.

W. J. Kingsley,
B.C.E., Dip.Ed., M.I.E.Aust.

TRAMCAR MAINTENANCE AND RESTOATION BRANCH

The year saw a significant change in Tramcar Maintenance and Restoration. Dave Macartney now heads the restoration team which looks after major body repaints and certain types of tramcar modifications such as the changing of 26 to a California combination car.

The Maintenance team looks after all mechanical and minor repairs. This change in structure I feel has greatly improved the maintenance of our fleet.

Tramcar 14, whilst in Melbourne, had its defective compressor repaired by the MMTB, to whom all of us in the Society are grateful. When this tramcar returns to "The Parade" it will be a great asset to our fleet.

When 14 went to Melbourne the Society returned to "The Parade" tramcar 33 which has proven to be a real work horse since its commencement of operation on 31 December. This tram is very sound mechanically and structurally.

Tramcar 38 is still causing some concern with its motor because, at the end of the year, the elctrical contractor could not get the required type of wire for the field cores. We hope to rectify this problem very soon.

The tram fleet, during the year, consisted of seven operational tramcars (three in storage) and four stored tramcars needing major restoration work.

The following list of works was done:

- 14 Roof and floor repainted and compressor overhauled,
- 26 No major works,
- 27 Damaged axle bearing repaired,
- 28 No major works,
- 33 Saloon doors repaired,
- 38 Body repainted and motor under repair, and
- 40 New axle brasses.

It is planned that tramcars 661, 671 and 26 will not receive any attention until the new workshop facilities are available.

The maintenance staff for the year consisted of:

- | | |
|--|--------------------------|
| Chairman | R. Prentice. |
| Manager, Maintenance | A. Hall |
| Assistant Manager, Maintenance | G. Jordan |
| Fitters and Mechanics | R. Jinks, W. Doubleday |
| Manager, Restoration | D. Macartney |
| Restoration Assistants | P. McDonald, G. Hanrahan |

I also wish to thank all the other people who, from time to time, have helped the Maintenance Committee in the maintenance of our tramcars.

A. Hall.

TRAMCAR STATISTICS:

Tram No.	THIS YEAR			+	PROGRESSIVE TOTAL		
	Days Run	Hours Run	km Run		Days Run	Hours Run	km Run
14	21	83.35	662		224	1019.01	9191
26	Nil	Nil	Nil		231	1083.54	10104
27	76	313.00	2501		316	1497.55	13452
28	69	299.49	2447		91	374.20	3091
33	37	149.37	1261		37	149.37	1261
38	Nil	Nil	Nil		2	6.15	52
40	36	94.04	717		169	611.40	5177
Totals		940.05	7588			4742.42	42328
Previous Year		948.37	8442				

+ includes 56 km run in Melbourne, January 1979

Tramcar 33 entered revenue service on 31 December 1978

NOTE: Kilometres Run are calculated by the total number of trips run multiplied by 2.6

SALES DEPARTMENT

The year has been another record one for the Sales Department in terms of sales revenue and profit.

The production of enamel badges depicting tramcars and railway engines has produced a sales boom. The badges have proven to be very popular with a wide range of purchases, from tramway and railway workers to railway enthusiasts' book shops.

The Sales Department has built up a wide network of contact who distribute the badges. One such distributor has "earned" over \$2000.00 in a year for the Society. Distribution of the badges has played a part in keeping up an awareness of the Society in the community.

Other sales lines have not been neglected. A new line of gold embossed tramway wine glasses has proved to be popular. Tramway tea towels are also on sale. The traditional lines of post cards and button badges have continued to sell reasonably well on the trams.

In the Depot the sales display has been updated and a wide range of tramway type publications continue to sell well to the public and Society members.

The Department is now an important revenue earning facet of the Society's operation. It is hoped that in the future the department's contribution towards assisting Ballarat trams to run will continue.

Numerous members gave of their time in various ways to enable the department to operate in such a successful way. Gavin Young, Carolyn Dean, Geoff. Dean, Stuart Lodington, Chris. Jacobsen and Richard Gilbert are members who have put in a considerable effort towards our operations; but there are many others who, without their support, the financial contribution the department makes would not be nearly as great.

Bill Jessup.

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, 1979 and of the surplus for the year ended on that date. An amount of \$29523 received from the Victorian State Government as a grant was credited directly to the Accumulated Fund of the Society and not brought to account in the Income and Expenditure Account.

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

14th September, 1979.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1979

ANNUAL REPORT OF THE DIRECTORS

Your Directors submit herewith the financial statements of the company for the year ended 30th June, 1979 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. C. Duncan
Mr. L.B. Doull	Mr. R.C. Gilbert
Mr. C.W. Jessup	Mr. A. Hall
Mr. G.D. Dean	Mr. W. S Kingsley
Mrs. C.D. Dean	Mr. B. McCandlish
	Mr. 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 \$3122.

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

Provision for Depreciation	\$2144
----------------------------	--------

(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 and 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 realized 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, 1979

ANNUAL REPORT OF THE DIRECTORS (CONT'D)

- (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) An amount of \$29523 was received from the Victorian State Government as a grant, to assist in building the new depot. This amount has been credited directly to the Accumulated Funds, not brought to account in the Income and Expenditure Account. Other than as stated previously 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 -

G.D. Dean
Director

R.C. Gilbert
Director

Dated at Ballarat this 14th day of September, 1979.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1979

STATEMENT BY DIRECTORS

We, Geoffrey David Dean and Richard Charles Gilbert, being two of the Directors of the 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, 1979 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, 1979.

Dated at Ballarat this 14th day of September, 1979

G.D. Dean
Director

R.C. Gilbert
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 the Ballarat Tramway Preservation Society Ltd. for the year ended 30th June, 1979 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 14th day of September, 1979

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, 1979.

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 accounting 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 and Trackwork	5%
Electrical and Overhead Equipment	10%
Other Equipment	10%
Trams	5%

(c) Stock Valuation

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

(d) Income Tax

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

(e) Trams (at cost)

This item in the Balance Sheet does not include trams donated to the Society by the State Electricity Commission of Victoria.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

TRAM OPERATIONS INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1979

<u>1978</u>			
\$			
	<u>INCOME</u>		
6538	Fares		7302
<u>550</u>	Advertising		<u>625</u>
7088			7927
	<u>LESS EXPENDITURE</u>		
	<u>Operating Expenses</u>		
513	Repairs & Maintenance - Tram Cars	889	
4	- Trackwork	77	
185	- Equipment	94	
-	Driver Training & Uniforms	(3)	
457	Interest Paid	1447	
1160	Hire of Equipment	128	
1052	Electricity	895	
1017	Insurance	998	
165	Tickets	170	
786	Rent	586	
100	Other Expenses	5	
395	Depreciation - Tram Depot & Trackwork	1691	
235	- Electrical & Overhead Equipment	235	
123	- Trams	135	
<u>83</u>	- Other Equipment	<u>83</u>	
6275			7430
<u>\$813</u>	<u>Surplus for Year</u>		<u>\$497</u>
===			===

SALES DEPARTMENT INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1979

<u>1978</u>			
\$			
2812	<u>Sales</u>		5923
	<u>Less Cost of Goods Sold</u>		
1285	Stock on Hand 30/6/78	628	
1798	Purchases	<u>3830</u>	
3083		4458	
<u>628</u>	Less Stock on Hand 30/6/79	<u>1134</u>	
2455			3324
	<u>Gross Profit</u>		2599
357	Less Sundry Expenses		<u>93</u>
<u>37</u>			
\$320	<u>Surplus for Year</u>		<u>\$2506</u>
===			====

TOURS INCOME & EXPENDITURE ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1979

<u>1978</u>		
\$		
10	Surplus on Adelaide Tour	-
<u>\$10</u>	<u>Surplus for Year</u>	-
==		====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1979

1978

\$

INCOME

975	Members Subscriptions	926
65	Donations - General	80
2238	- Museum	1110
572	Interest Received	228
813	Surplus from Tram Car Operations (see attached statement)	497
320	Surplus from Sales Department (see attached statement)	2506
10	Surplus from Tours Department (see attached statement)	-
-	Film Night	<u>11</u>
<u>4993</u>		5358

LESS EXPENDITURE

Administrative

598	Telephone & Postage	707
453	Printing & Stationery	1100
228	Advertising	180
26	Insurance	32
4	Room Rental	-
-	Audit Fee (B.T.P.S. Co-operative Ltd.)	30
50	Bank Charges	20
122	Convention & Conferences	-
172	General Expenses	<u>10</u>
1653		2079

Other Expenses

253	Subscriptions	<u>157</u>
<u>1906</u>		2236

\$3087	<u>Surplus for Year</u>	\$3122
====		====



Dave Macartney

33 as our first Wedding Tram in February 1979

14 in another Victoria Street — The Melbourne Pageant, 29 January 1979

Paul Nicholson

