

Ballarat Tramway Preservation Society



ANNUAL REPORT

and

FINANCIAL STATEMENT

1972 - 73

BALLARAT TRAMWAY PRESERVATION SOCIETY

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Dear Member,

We take pleasure in presenting this second Annual Report of the Ballarat Tramway Preservation Society for the year ended 30th June, 1973. Last year was a year of continuing progress towards our goal of operating a tourist tramway service.

During the year the Society has continued to enjoy the co-operation of the Ballarat City Council, various Government Instrumentalities and other kindred Societies, without which scarcely any of our activities could prosper.

The various activities of this Society are outlined in the body of this report under the respective headings.

BOARD OF MANAGEMENT & ADMINISTRATION:

At the close of the year, the Board of Management comprised the following:-

President	H. Cain
Ballarat Vice President	M. Calnin
Melbourne Vice President	W. Jessup
Secretary	R. Gilbert
Treasurer	A. Harnwell
Ordinary Board Members	H. Ballantyne
	D. Clogan
	C. Croft
	W. Doubleday
	F. Hanrahan
	G. Netherway

FINANCIAL:

The Society has had another good year financially. A considerable surplus has been added to that of last year to bring the total accumulated funds to nearly \$3,900. Considerable expenditure was made during the year on major projects including trackwork, transformer purchase and aquisition of fire extinguishers. The Board wishes to thank Mr. R. G. Paroissien for his time and effort involved in auditing the books of the Society,

SALES AND PUBLICATIONS:

From a small beginning the Sales Department has been expanded greatly during the past financial year. During the past year the Society embarked upon producing items for distribution by the Sales Department.

A booklet entitled 'The Ballarat Tramway Preservation Project' was produced which gave full details of the formation of the Society, the history of the trams in our possession and a history of the tramway systems in the three Victorian provincial cities. This was the first production undertaken by the "Powellite Press" in which the Society has a 10% share.

Posters, depicting various forms of Ballarat trams, were produced and are a popular sales item.

A slide and photograph catalogue was produced to cover our expanding range in this field.

Following the popularity of 'Save the Trams' T-Shirts produced around the time of closure of the Ballarat tramway system, the Society has had T-Shirts produced with a reproduction of a photograph of tram No.27. These have met with only limited success but it is hoped that sales will increase during the coming summer months.

Special discounts to members will continue to apply on certain items, as has been the case this past year.

In all, a most satisfactory year for the Sales Department.

INCORPORATION:

Application has been made to the Attorney Generals Department for Incorporation of the Society as a Company Limited by Guarantee, but this has not been successful to date. Our Solicitor is following the matter closely as Incorporation is our main object which is necessary before we can operate the trams.

MEMBERSHIP:

At present the Society has 325 members. The Society continues to have the largest membership of any tramway museum in Australasia.

MEETINGS:

During the course of the year twelve Board Meetings and five Entertainment Meetings have been held. Despite small attendances at Entertainment Meetings the Board feels that these Meetings should be continued on a Bi-monthly basis.

PUBLICITY:

The Society has been publised by the media during the past year, and this has brought donations of archival material, new members and much valued publicity. The Members Newsheet has been produced at regular intervals and is mailed to various societies, publicity media, and other interested persons along with the members.

With increasing preservation of Australian Transport History, the avenue of publicity is realised as being extremely valuable. The Board has constantly aimed at promoting the Society and its aims so that the public are thoroughly aware of our importance in the community.

MUSEUM:

The Society's Museum Display in tram No.27 was opened to the public as from 28th October, 1972, and has operated every weekend and certain weekdays.

The Museum has provided a regular income for the Society and will be further expanded and improved in forthcoming year. Public awariness of our Museum has brought donations of tramway interest from many people.

TOURS:

The Society has operated a number of tram tours in Melbourne during the past year and these were:-

- Saturday, 6th Januray, 1973 - Full day tour utilising trams 103, 106, 331, 249
- Sunday, 22nd April, 1973 - Evening tour in conjunction with Association of Railway Enthusiasts. Trams used were 676, 104, 1032, 53, 52 and an SW6
- Friday, 1st December, 1973 - Lunchtime tour. Trams used:- 103
- Wednesday, 31st Januray, 1973-Lunchtime tour. Trams used:- 52

WORKS:

Since the last Annual Report, which covered the period up to the moving of trams into our Depot building, the construction of the access line and associated works have proceeded steadily so as to give a good base, as was financially possible, for when operation begins. The various facets of these works are described below:-

1/Track: By the end of the financial year, some eighty percent of the track has been completed. The remaining portions are the connection between the shed and No.2 road for No.1 road, and the final curve and points across Wendouree Parade. Where the small gravel access road is crossed by the depot track, a gravel level crossing has been constructed. Welding. fishplating and bonding of the rails remain to be done, as does final ballasting.

2/Drainage: A most important item, due to the low level of the depot compared with Lake Wendouree. Water around and within the depot is a major problem especially during winter.

Drainage around the depot building has now been virtually completed, and only minor finishing works remained at the end of the financial year. Concrete cut off walls are currently being constructed around the depot, and these should alleviate the problem of the high water table at present in the depot building.

Track drainage installed around the depot fan in 1972 has been very successful in keeping this area relatively dry when compared to the surrounding area. Proper drainage of the access line is yet to be constructed.

3/Electricity Supply: Although power is presently connected to the depot for light, power tools etc. sufficient power is not available for the running of tramcars. To provide this, the S.E.C. will provide a pole substation at the rear of the depot building. Before the S.E.C. will provide this unit, the capital cost must first be raised by the Society, which is then paid back to the Society over a ten year period. The Board is presently raising the finance for this installation.

Between the S.E.C. substation and the solid state rectifier unit, the Society proposes to install an isolating transformer. A secondhand transformer has been obtained from the S.E.C for this task and it is presently being rewound by the Society electrician. This unit will be installed on the substation concrete floor which was poured early in 1973. Following this the construction of the electrical panels and installation of the rectifier equipment will be carried out.

4/Overhead: The majority of the equipment required for the overhead has been obtained from the S.E.C. , except for the trolley wire, which is still being held by the S.E.C. until we actually require this. Seven secondhand wooden poles formerly located on the View Point Line have been obtained from the S.E.C. and have been erected along the access track and around the depot building.

In the depot building, wooden troughing has been erected to prevent accidental contact between the wire and the shed structure.

5/Car Maintenance: Only absolutely necessary work has been carried out on the trams during the year, however, work has now commenced on the repainting of the roof of No.27. Except for No.28 which was damaged in a collision prior to the closure of the system, all our trams only require minor work before they can be returned to a running condition.

A summary of important dates throughout the year is given to complete the works report:-

- July 15 - Trams 27,28,& 14 placed on temporary access track.
- " 18 - Trams 38 & 40 placed on temporary access track.
- " 23 - Last tram entered our depot.
- Sept. 9 - No.2 road grading carried out as far as gravel track.
- " 24 - First permanent panel of track outside depot building.
- " 30 - No.27 rolled out for first time.
- Nov 23 - Ex Lydiard Street crossover delivered by contractor.
- Dec 2 - Grading of No's 1 & 3 roads carried out.
- " 17 - First parts of crossover between No's 2 & 3 roads laid.
- Jan 7 - Turnout in No. 3 Road laid.
- " 20 - Concrete floor for substation poured.
- Feb 3 - No.3 Road completed.
- 9 - Crossover completed and trams No.'s 26 and 40 swapped over. Old tramway depot pointwork delivered by Contractor.
- April 8 - Grading between gravel road and Wendouree Pde completed.
- May 6 - No 2 Road troughing erected.
- " 13 - Level crossing with gravel road brought into service.
- June 2 - Construction of depot cut off walls commenced. Points and crossings for No.1 Road installed.
- " 7 - Isolating transformer delivered. Poles being erected.
- " 8 - Troughing for No.3 Road erected.
- " 16 - Erection of overhead poles completed.
- "30/July 1 - No.1 Road troughing and depot drainage completed.

Future Works: The following works are programmed to be commenced or finalised during the next two to three months to enable operation between the depot and Wendouree Parade, a distance of some 125 metres:-

Erection of overhead, Fishplating, Bonding and Welding of track	Completion of No.1 Road. Lifting and packing of track
Installation of Power Supply	Construction of Office concrete floor and buildings
Completion of tracks in depot and provision of floor	Provision of facilities.

EXHIBITIONS:

Two major exhibitions were held during the year. These were the opening of the museum and depot at Ballarat to the public as part of the 'Begonia Week' activities from Saturday, 3rd March to Monday, 11th March, 1973 inclusive. A stand was manned at the Australian Model Railway Exhibition at the Camberwell Civic Centre from Friday, 9th March to Monday, 11th March, 1973 inclusive.

Both exhibitions were a great success, which promoted the Society and also gave us our first test at providing sufficient staff to operate the both displays and this was done without any problem.

IN CONCLUSION:

During the second year of the Society's existence, a lot of progress has been made. The new depot has had necessary work carried out both in and around it whilst the construction of track and associated works has been progressive. The Board wishes to thank all those volunteer workers who have given their time to come along and add physically to the furtherance of the project. It should be mentioned that the great majority of tasks completed have been those involving hard work and manual effort, all of which has been done by volunteers, the great majority of whom never do this type of work for a paid living.

With this in mind the Board thanks all those who have helped in some way and hopes that the forthcoming year is one in which the same enthusiastic effort is shown by all as has been the case in the past.

H. CAIN
President

R. GILBERT
Hon. Secretary

+ - Cover photograph courtesy Mr. R. Prentice.

BALLARAT TRAMWAY PRESERVATION SOCIETY
BALANCE SHEET AS AT 30TH JUNE, 1973.

1972
\$

SOCIETY FUNDS

Accumulated Fund

	(22) Dr Balance 30th June, 1972	1,982-35
2,004	Plus Surplus for Year	1,914-31
<u>1,982</u>		<u>\$ 3,896-66</u>

THESE FUNDS ARE REPRESENTED BY:

Current Assets

State Savings Bank of Victoria:

838	General Account	282-73	
-	Reserve Account	<u>505-00</u>	787-73
20	Cash on Hand		20-00
-	Debtors		146-70
<u>30</u>	Stock on Hand (at cost price)		<u>622-01</u>
<u>888</u>			1,576-44
	<u>Less Current Liabilities</u>		
310	Creditors		161-76
<u>300</u>	B.T.P.S. Co-operative Ltd.		
<u>610</u>	(Payable within 12 months)		<u>224-00</u>
<u>278</u>			<u>385-76</u>
			1,190-68

Plus Non Current Assets

5,358	Tram Depot and Trackwork (at cost)	5,357-55	
-	Plus Additions (at cost)	<u>856-11</u>	
		6,213-66	
(54)	Less Provision for Depreciation	149-66	6,064-00
	Equipment (at cost)	546-00	
	Less Provision for Depreciation	<u>6-00</u>	540-00
	Investment - Powellite Press		<u>60-00</u>
<u>5,304</u>			<u>6,664-00</u>
<u>5,582</u>			7,854-68

Less Non-Current Liability

3,600	B.T.P.S. Co-operative Ltd.		3,958-02
	(Payable after 12 months)		<u>3,958-02</u>
<u>1,982</u>			<u>\$ 3,896-66</u>

BALLARAT TRAMWAY PRESERVATION SOCIETY
INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1973

1972
\$

INCOME

2,228	Subscriptions		511-13
621	Donations - General	70-40	
-	- Museum	<u>1,284-51</u>	1,354-91
30	Sales Department Surplus		605-61
-	Tram Tours		162-60
25	Bank Interest		7-96
-	S.E.C. Depot Open Days		25-85
-	Museum Takings		<u>434-51</u>
<u>2,904</u>			<u>3,102-57</u>

LESS EXPENDITURE

183	Telephone & Postage	112-90	
315	Printing & Stationery	71-16	
23	Advertising	77-60	
-	Electricity	54-06	
63	Insurance	217-90	
179	Hire of Equipment & Truck	212-57	
-	Electrical Maintenance	93-83	
-	Room Rental	4-50	
-	Freight & Cartage	1-42	
-	Bank Charges	8-00	
-	Audit Fee (B.T.P.S. Co-operative Ltd.)	14-64	
34	General Expenses	-	
54	Depreciation - Depot & Trackwork	95-66	
	- Equipment	6-00	
-	Interest	217-02	
9	Subscriptions	1-00	
<u>40</u>	Driver Training	-	
900			<u>1,188-26</u>
<u>2,004</u>	<u>Surplus for Year</u>		<u>\$ 1,914-31</u>

BALLARAT TRAMWAY PRESERVATION SOCIETY
SALES INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1973

<u>1972</u>			
\$			
175	<u>Sales</u>		1,028-15
	<u>Less Cost of Goods Sold</u>		
-	Stock on Hand 30/6/72	30-00	
<u>175</u>	Purchases	<u>1,014-55</u>	
175		1,044-55	
<u>30</u>	Less Stock on Hand 30/6/73	<u>622-01</u>	
<u>145</u>			<u>422-54</u>
<u>40</u>	<u>Surplus for Year</u>		<u>\$ 605-61</u>