

Ballarat Tramway Preservation Society



ANNUAL REPORT

and

FINANCIAL STATEMENT

1974 - 75

BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED

ANNUAL REPORT AND FINANCIAL STATEMENT

1974 - 1975

Dear Member,

We have much pleasure in presenting the second Annual Report of Ballarat Tramway Preservation Society Limited for the year ended 30th June 1975.

This year has seen the realization of the goal towards which we have all been working since the formation of the Company and of the Society before it - the operation of trams in Wendouree Parade. Numerous formidable obstacles have been overcome in the four years since the Society's formation, many of which seemed at times to be insurmountable. Our new depot was erected, the trams were shifted into it across makeshift track, a permanent depot fan and access track were laid, electricity supply was provided, overhead wiring was constructed, an operating agreement and lease with the Ballarat City Council entered into, and finally a connecting track across the Parade was laid and tramway operations in the Parade commenced. Years of painstaking work by many dedicated volunteers was rewarded by the enthusiastic public reception accorded our venture; in the period between December 1974 and September 1975 some 60,000 passenger journeys were made on the tramway.

It is not possible to give personal thanks to all those who during the year helped us to achieve this final success. We thank the Ballarat City Council, various government instrumentalities, and other kindred societies for their continued co-operation.

Board of Management and Administration

During the year the Board of Management consisted of:

President	Maurie Calnin
Ballarat Vice President	Frank Hanrahan
Melbourne Vice President	Bill Jessup
Secretary	Clyde Croft
Treasurer	Allan Harnwell
Ordinary Board Members	Geoff Cargeeg
	Richard Gilbert
	Graeme Inglis
	Bill Kingsley
	Barry McCandlish
	Peter Winspur

Frank Hanrahan has been responsible for electrical equipment at the depot and at the Bungaree tramway house, 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, whilst Allan Harnwell and Graeme Inglis have helped with much of the administrative work. The new but very important task of driver training has been carried out under the supervision of Clyde Croft. Geoff Cargeeg has directed work on overhead wiring.

Membership

Society membership has remained at around 320 members. The Society continues to have the largest membership of any tramway museum in Australasia.

Meetings

During the year Board meetings were held monthly, while the various committees have met regularly. A number of members' entertainment meetings have been held, the general intention being that these meetings be bi-monthly. We feel that those members who have attended the entertainment meetings would endorse our thanks to those who have provided the slides and movie films screened.

Tours

Two Melbourne tram tours have been held during the year. The first utilized L class no.102 and spur-gearred W2 class nos.396 and 541. The second tour, with X2 class no.676, used some little known cross-overs. On Showday 1974 a car was attached to the Maryborough goods train.

The Tramway Opens!

The first movement of a tram under its own power came with the afternoon of Saturday 12 October 1974, when Society Vice President Bill Jessup drove tram no.27 through a barrier of streamers out of the depot and down the access track. The first of our goals - tram operation - had been achieved, and it only awaited completion of the connection across Wendouree Parade for our second goal - a street tramway service - to be attained. In fact only little over a month passed before this connection was a reality, and on Sunday 8 December 1974 tram no.27 was our first car to be driven back onto SEC rails. Passenger services commenced as from 6.00pm on Thursday 24 December 1974, when thirty children from the Stawell Special School became our first passengers.

Our tramway was officially opened on Saturday 1 February 1975, by the Chairman of the State Electricity Commission, Mr J.C. Trethowan, B.Com., F.A.S.A.. Society Secretary Clyde Croft acted as Master of Ceremonies for the day, and other official guests were the Mayor of Ballarat, Sir Arthur Nicholson and Society President, Maurie Calnin. Following music from a brass band and a pipe band and speeches from all official guests, the tramway was declared open. Tram no.40 was driven through a barrier by Mr. Trethowan. The opening was attended by fine weather and warm public response. Shortly after the opening the tramway received national publicity on ABC Television's "Weekend Magazine".

Passenger Statistics and Tram Utilization.

Month	Days Run	Miles Run	Passengers Carried	Av Pass per mile	Av Pass per day	Av Miles per day
Dec 74*	14	646	1288	2	92	46
Jan 75	16	906	4979	5.5	311	57
Feb 75	8	499	3206	6.4	401	62
Mar 75	18	1178	9160	7.8	509	65
Apr 75	10	509	3071	6.0	307	51
May 75	17	603	3298	5.5	194	35
Jun 75	10	350	1648	4.7	165	35
Jul 75	8	304	905	3.0	113	38
Aug 75	17	550	2380	4.3	140	32
Sep 75	14	474	2216	4.7	158	34
TOTAL:	132	6019	32147	5.3	243	46

(*Note - there were 8 non-revenue days in December 1974)

Car utilization between December 1974 and September 1975 was as follows;

Car	Days Run	Hours Run	Miles Run
14	40	198.10	1134
26	41	177.44	1013
27	81	442.51	2477
38	2	6.15	32
40	54	250.26	1363
TOTAL:		1075.26	6019

(Note - average speed was 6 m.p.h.)

Telephones

Our Society is now well provided with telephone services. An internal, trackside telephone system has been installed along most of the length of the tramway, and will provide a useful means of communication between tram crews and the Officer-in-Charge at the depot. Both the depot and Bungaree tramway house are now connected to the PMG system; the depot number is (053) 34 1580, whilst the house number is (053) 34 0296.

Depot Area

The area surrounding the depot has been progressively cleared of the mountains of rails, sleepers and (literally!) of soil from the area cleared for the depot and fan. The Society feels a responsibility for the tidy appearance of the depot environs, and to this end a "Gardening Club" has been created to tend the area.

BRANCH AND COMMITTEE REPORTS

General Manager's Report

The past year has been a very active one which culminated in the opening of the tramway for public traffic. Under the title of General Manager come the positions of Engineering Manager and Traffic Manager. The former is occupied by Bill Kingsley and the latter by myself.

The Engineering Manager has done an excellent job of designing, constructing and co-ordinating for the inauguration of tramway services in Wendouree Parade, and his efforts are fully appreciated and are cemented in final form in the Wendouree Parade access line curve for many generations to see.

Within the immediate boundaries of the Engineering Branch is Society Electrician Frank Hanrahan who has completed a most successful year of work for the Society. The tramway sub-station has operated without fault since its inception and the amount of domestic electrical works completed both at the tram depot and the house at Bungaree show Frank to be a most competent and valuable asset to the Society.

During the year Peter Winspur, the Works Foreman, had to be released to the Traffic Branch where he was more urgently required. After some time elapsed, during which the Engineering Manager directly supervised duties, Graeme Inglis was appointed to this position.

Soon after the Society began operating trams it was realized that an organized tram maintenance committee was necessary and this committee was subsequently formed with Bob Prentice as Chairman. Bob has been recognized as the expert on maintenance and tramcar history for many years and his services to this committee are invaluable and I do fully appreciate his keenness to act in this position. This committee holds its own meetings to discuss maintenance reports and suggests to the Board any recommendations it feels may be of benefit to further tram maintenance.

The house at Bungaree has proved to be a very valuable asset to the Society. Good accomodation is provided for members travelling from Melbourne and interstate, whilst it is also a suitable venue for social gatherings such as barbeques on a number of occasions. Graeme Jordan and Peter Winspur have been major contributors of furnishings and are well involved in renovation work.

The Traffic Branch assumed a major role with the handing over of the tramway from the Engineering Branch during December 1974. The first year of operation has shown what amount of work is involved not only with public relations, a most important category, but also procedural work in the form of rosters, ticket supply and issue and crew training. The Traffic Branch looks forward to another busy and successful year.

The combined efforts of members over the past year has shown the unselfish enthusiasm of our group and as such I feel proud to be in the position of General Manager, and I say a sincere thanks to all those who have helped to complete our goal of making the operation of our tramway possible.

R. Gilbert, General Manager.

Traffic Manager's Report

On 8 December 1974 the Engineering Branch handed the tramway over to the Traffic Branch to commence operations, and from that point the magnitude of the work has increased; but this is all to the pleasure of the tramway enthusiast. The workload has been placed under the following headings:-

Traffic Figures: From the first day of operations (24 December 1974) to 30 June 1975 a total of 26,646 revenue passengers have been carried. In addition to these figures several "charter" trams have been run by various organizations. The traffic was most encouraging over the Begonia Week period which also aligned itself with Easter. The largest number of passengers carried was on 10 March 1975 when 1455 people were carried.

Uniforms: The State Electricity Commission of Victoria generously made sufficient tramway jackets and caps available for our use and it was necessary to have trousers individually made from a supply of material purchased by the Society. A further supply of tramway caps was acquired, and member Jack Chadwick, manager of a menswear store, has obtained a supplier of uniform shirts.

Traffic Manager's Report (continued)

Rosters: The necessity of issuing proper rosters was soon apparent after the tramway opened, and Gavin Young immediately filled the position. Whilst Gavin was overseas during the year Stuart Lodington was appointed Acting Roster Clerk.

Tickets: An important part of the museum operation is the issue of tramway tickets printed to the same format as those used by the SEC. This system whilst being historically correct is also an efficient way of collecting fares and compiling passenger traffic statistics. Special thanks are due here to Gavin Young who provided initial finance to enable ticket stocks to be printed.

Museum: The museum display has been placed in a number of locations over the past year and at the close of the financial year had been placed in tram no.38. As 38 cannot be moved because its axle brasses have been removed to be remounted the public attendance at the museum has decreased due to the remoteness of the tram at the rear of the depot, however tram no.28 is being cleared of spare parts so that the display may be placed therein and the tram placed at the front of the depot each operating day.

Officer-in-Charge: The operation of the tramway including works at the depot is under the control of the "Officer-in-Charge" each operating day. A number of members have been selected for this responsible position which not only supervises traffic staff, but involves other tasks such as deciding which tram will run the service, acting as Revenue Clerk and supervising operation of the museum.

Driver Training: Clyde Croft supervises this position and has arranged the training of all Society drivers with the Melbourne and Metropolitan Tramways Board, and at Ballarat. Other Society driver trainers are Peter Winspur, Peter Bruce, Glenn Roofthoof, Roger Mason and Ian Sutherland. I would like to say a special thanks to these people as without their willing help and co-operation we would not be able to have our Society members trained in driving trams.

The position of Traffic Manager during the first year of operation has been the most exciting and educational. I have gained extra knowledge from dealing with Traffic Branch members and the general public. I would like to thank, most sincerely, all those Society members who have in their own way contributed to a most successful year, as without their co-operation a volunteer tourist attraction such as this could not continue to operate.

R. Gilbert, Traffic Manager.

Engineering Branch Report

Organization: Throughout the year in review, the Engineering Branch has operated as three Departments, namely Civil, Electrical and Overhead. Frank Hanrahan has been Electrical Engineer and the greatest monument to Frank's ability is our substation which has operated faultlessly since the moment that it powered its first tram. Overhead Engineer was Clyde Croft until recently when, due to the pressure of Clyde's many involvements, this responsibility was handed over to Geoff Cargeeg. The Tramcar Committee is now independent of the Engineering Branch.

From Static to Operational: Our first big achievement this year was mobility. On 12 October 1974 at 1.43pm number 27 leapt out of 2 road to the acclamation of those assembled. It was truly a wonderful achievement, for when Vice President and founder Bill Jessup cut that first notch, the substation, the overhead, the trackwork and the tramcar were all tested for the first time for the electrical and structural continuity of the system. And all four responded perfectly. It was the first great feather in our engineering hats.

From Access Track to Wendouree Parade: It took months of planning but only four days of concentrated activity on site. On Friday morning 22 November 1974 the Ballarat City Council formally closed Wendouree Parade for one week. Ahead of time W.G. Hick's big semi delivered the pre-bent rails from the MMTB. The action was on. The road was excavated by contractors to our surveyed alignment and levels. We cut the old rails and placed the special work, dumped, spread and tamped base material in the excavation, craned rails into their proper place, lifted them to level, welded, canted, packed and gauged them, and added checks to the special work. We labored by day and night until, with the assistance of Council workers under our control, the last batch of high strength concrete went in on the Monday afternoon. We had challenged the clock and won.

At one stage we had member Len Doull (CRB) taking concrete samples, the SEC planting poles and raising power lines, concrete trucks delivering mix, Council workers compacting and finishing the concrete and Gerald Jensen from the City Engineer's Department administering the whole spectacular operation, all on site at the one time. And who that was there could forget the MMTB style night working

Engineering Branch Report (continued)

under the special lights?

Special thanks to Geoff Cargeeg, Peter Rees and Peter Winspur who each put in nearly 60 hours of work in those four memorable days and to all the others who helped, even if for just a few hours. Extra special thanks to Ted Quilliam without whose expertise with the arc welder it could never have been done, and to City Engineer Bob Sharp and the Ballarat City Council for trusting us throughout the whole operation.

Two weeks later, on 8 December 1974 when number 27 inched across our new rails to find itself on old familiar SEC rails, we put the second great feather in our engineering hats.

It is interesting to note that Modern Tramway of July 1975 writes of us, "The BTPS may possibly have been the first volunteer tramway organization to lay a track across a public road", and again, "The BTPS can now claim to be the only volunteer museum to operate on part of an existing system anywhere in the world."

After successful trials in Wendouree Parade with 40 and 27, the Engineering Branch handed over the keys of number 40 to the Traffic Branch at a short informal ceremony. This was more than symbolic, for it meant that the traffic operations from that moment would succeed engineering operations as the most important activity in Ballarat.

R.E.D.S. Regional Employment Development Scheme: The month of May saw the design, costing and preparation of a submission to the Department of Labor and Immigration for the reconstruction of the entire length of Wendouree Parade trackage together with smaller constructions in the depot area. The effort received the full co-operation of the Ballarat City Council who made the application in their own name for a total of \$98,335. Unfortunately the political/economic situation required the cessation of R.E.D.S. activities just as our application was being considered.

Drainage: This winter was the first to test the complete depot drainage system. Coupled with the raised depot flooring, complete ballasting, raised footpaths, and new drains at Wendouree Parade, we certainly had our driest underfoot conditions and it seems that we kept the entire surrounding water table lower than in previous years.

Poles: Four additional poles have been erected on the system to improve the overhead geometry and one pole was made more vertical with a footpath stay. Our thanks to John Saunders for his great help with that amazing vehicle of his.

Surroundings: With our removal of good rail to Council Yard and removal by Ballarat Lempriere Metals of other rail to scrap, the rail storage area has been completely cleared and returned to parkland.

Protection: Flashing lights, hazard signs, new warning signs etc. have been appearing. Not only are these for our own safety and legal protection, but I believe that they are an essential part of the improved face that we must present to the public if we are to succeed.

Archives: The Engineering Branch is now the custodian of a vast collection of plans, drawings and specifications from the old SEC system, kindly granted into our care by Mr. Bill Llewellyn.

Depot: A reference set of levels of the depot foundations have been surveyed and recorded. We will be able to check in future years whether we are sinking, rising or merely floating.

Pit: If you can't go down, go up. A negative pit ie. an elevated track, has been provided to the design and supervision of Rolph Jinks.

Works Foreman: Thanks to Peter Winspur for the quality of his leadership in this capacity. On Peter's appointment to Assistant Driver Trainer, Graeme Inglis was appointed Works Foreman.

Relations: I am most appreciative of the tremendous assistance received during the year from the Ballarat City Council, the Mid-western Supply Branch of the State Electricity Commission and the Melbourne and Metropolitan Tramways Board through their various officers. Although we are all volunteers in this work/hobby of ours, we are not regarded as amateurs and this is so very important. We can only keep it this way by doing all things professionally and by being satisfied only with the best possible results of our labours. We will succeed in our acceptance by the people and in our applications to governments only if we are seen to be a first class show.

Engineering Branch Report (continued)

The Future: Maintenance and minor reconstruction of the Wendouree Parade trackage is now essential and major work parties are planned for the second weekend of each month (except January). Number 2 shed has become imperative and initial plans have been drawn up. Permission to build number 2 shed and to provide water and sewerage to both sheds depend on the City Council virtually giving us a confident vote of permanency. I believe that they will.

Bill Kingsley, Civil Engineer and
Engineering Manager

Tramcar Maintenance and Restoration Committee Report

With the commencement of passenger operation, it became patently clear that a Tramcar Maintenance and Restoration Committee should be formed - and this was done under the chairmanship of General Manager Richard Gilbert.

Since then, a number of vital tasks have been undertaken and successfully completed, such as;

- a) replacement of a fractured side frame on 26,
- b) the brake rigging on the same car has been fixed as far as practicable and well within the guidelines for public safety,
- c) Number 27 has had new axle box bearings fitted (our grateful thanks to the MMTB for metalling the bearings),
- d) Number 28 has had the saloon side panels removed, new bolts fitted and the wedges tightened; the saloon windows are being painted and enamelled. Negotiations are currently in hand to acquire a complete new front for this car - an acquisition which, if successful, will save our volunteer workforce a lot of time and effort, and furthermore will substantially help to get 28 back on the road.

Number 38 is a cause for concern. As you all know, one motor became defective, and quotes for repairs to date are very substantial. However, an offer by the Tramway Museum Society of Victoria Limited to make a spare 201 armature available has been accepted with gratitude. Our thanks to South Pacific Electric Railway, Loftus NSW, for their offer also. The axle box bearings removed from 38 were condemned on the spot. Enquiries directed to the MMTB disclosed that they had disposed of or scrapped their patterns for maximum traction axle boxes; so our search continues.

Number 40 has been fully maintained during the year, an excellent tram indeed! Number 14 received new safety glass in the driver's windows at one end; a great comfort to all platform staff. A systematic overhaul of controllers is now under way - thanks to Warren Doubleday, Allan Harnwell, Rolph Jinks and Peter Rees. Touch up painting on the trams has been undertaken by Graeme Jordan. The Lodington brothers, John and Stuart, have the brake systems under control. Frank Hanrahan has, as required, attended to certain electrical maintenance and restoration.

Thanks are tendered to all of the members of the Committee.

Bob Prentice, Co-ordinator, Tramcar
Maintenance and Restoration Committee

Electrical Report

During the last year a considerable amount of work has been carried out to bring the power station and associated equipment to practical completion. We have seen the installation of the 200 K.V.A. SEC sub-station at the rear of the depot, and the laying and connection of the 280 amp. underground mains cables to the new main switch-board in the power station compound.

All light and power circuits have been transferred to the new switch-board and power points and light switches relocated as required. New power points have been installed to provide more convenient lunch room facilities and to make power available to the automatic telephone exchange for the tramway communications system.

The traction feeder and drain cables have been installed and isolations provided for the depot roads and Wendouree Parade trolley wires. Traction power is provided by a 3 phase full wave silicon rectifier at a voltage of 560 to 600 depending on the SEC supply which tends to vary to some extent, from time to time.

Electrical Report (continued)

The power station was first loaded by tram number 27 as it was driven from the depot on 2 road, the first tram to be powered since the closure of the SEC tramway system.

Up to four cars have operated simultaneously in Wendouree Parade for extended periods since that first test, and the performance of all power equipment has been very satisfactory. It should be possible to supply much greater loads, if this proves necessary in the future.

An alarm system has been installed to provide warning if the circuit breaker is tripped by overload or fault-current, and in the event of a number of possible equipment defect conditions should they occur.

The tramway residence at Bungaree has also received some attention with the installation of new power circuits to most rooms, and some additional outside lighting. The main switch-board and some of the original wiring has also been upgraded, and a number of fittings replaced to comply with SEC regulations and accepted standards of safety.

Although some work still remains to be carried out at both Bungaree and Ballarat, the Society's electrical installations are in a generally satisfactory condition.

Frank Hanrahan, Electrical Engineer

Conference of Australian Tramway Museums

Held in Electra Hall, Ballarat, 25-27 April 1975.

Conference Committee	Bill Kingsley	Convenor
	Geoff Cargeeg	
	Clyde Croft	
and co-opted	Allan Harnwell	Finance
	Bill Jessup	Accomodation
	Richard Gilbert	Barbeque
	Barry McCandlish	Projection

Basically, the purpose of the Conference was to bring together the office bearers of the various tramway museums in Australia so that we could learn from the expertise which each might have or have developed over the years.

It seemed a natural thing to do. So many of us had started drifting interstate on occasions, magnetically drawn to visit each others museums. Bonds of inter-museum friendship were being formed. The first foundations were being built towards a national co-operative of some kind without anyone really trying. The scene cried out for someone to formally bring us all together, to tie those bonds of friendship and properly mould those foundations. Other museums had thought about it. Ballarat decided to do something, to promote and host the First Conference of Australian Tramway Museums.

Late in the planning we discovered New Zealand, or was it vice versa? That our fellow museums from across the Tasman were interested added even more impetus to the task.

Anzac weekend came all too quickly. The amount of behind-the-scenes work remaining to be done at the last moment staggered us. But we made it. All who threw in their help (particularly muscular help) in that last week and during the Conference already know our great appreciation of their unselfish efforts.

The weekend came and went. Papers. Workshops. Food. Comraderie. Three days to go down in history. The whole program went off smoothly to the best of our expectations. We did learn, we did make friends and we did form COTMA - the Council of Tramway Museums of Australasia. Let us all work to make COTMA a success. It will need our wholehearted support.

The full Proceedings of the Conference are being published. They will be mailed to all who attended and will be available for purchase by all others who may be interested.

We must acknowledge the whole-hearted support of the Mayor, Sir Arthur Nicholson and City of Balaarat, of the State Electricity Commission who provided Electra Hall without fee, and of the Ballara Courier whose daily attendance and

COTMA Report (continued)

interesting reporting were greatly appreciated.

To those BTPS members who would have liked to attend but, not being office bearers, could not be invited, we do apologise, but hope that you can understand that we did have to limit the number of Ballarat members in attendance. This had to be an Australian Conference, with Ballarat no more important than any other museum.

Bill Kingsley, Convenor, Conference Committee, Executive Officer, COTMA.

REPORT BY THE SALES COMMITTEE FOR 1974-75

The Sales Department is currently reorientating its operations towards the passengers that are travelling on the tramway. The ~~souvenir~~ sales potential from this source is considerable.

Arrangements have been made for the supply of coloured postcards from New Zealand where they are printed at half the price of Australian produced postcards. Metal celluloid covered badges are on order. 2000 copies of "Ballarats Tramway Preservation Project" have sold and a reprint is underway.

Continuing purchases of railway and tramway books will take place to cater for the limited sales which are made to members. The coming 12 months should see the Sales Department making an increasingly important contribution to the Societies finances. Lindsay and Jeffrey Bounds have contributed a great amount of time and effort in operating the department in the last year and are to be thanked for their contribution to the societies operations.

Bill Jessup
Chairman Sales Committee

REPORT BY THE PUBLICITY COMMITTEE FOR 1974-75

Publicity has taken on a far greater importance now that the Society is operating trams. The publicity Committee has been established to promote the operations of the tramway and increase the public usage of the services that the society is operating.

In the six months to the end of June approximately 40 press releases were distributed to the media. The response to the Societies activities from the media has as a result been excellent. The opening of the tramway was covered extensively on television, radio and in the press in Ballarat and Melbourne. The two highlights in the media coverage were Keith Dunstons extensive write up in the Melbourne Sun and a national film coverage of the tramways operations over "Weekend Magazine" on A.B.C. television. A copy of the A.B.C. film has been purchased for future promotional activities. If this film had been commercially produced it would have cost in excess of \$1500.00.

Following the distribution of press releases, extensive local publicity resulted from the first Conference of Australian Tramway Museums.

B.T.V.6 Ballarat has produced a colour filler promoting the introduction of colour on their television station, the 30 second film shows our tramway. The filler has been shown frequently over a period of several weeks.

Following a recent passenger survey 33% of respondents indicated that they had seen the tramways operations being shown on television. This is an indication of the success of good publicity. The committee has completed work on a brochure which is to be distributed through the Victorian Government Tourist Bureau, Sovereign Hill, Koyal Castle and Ballarat Motels. 100,000 copies will be printed.

The Publicity Committee could not have functioned successfully without assistance from Maurie Calnin, Goff Cargeeg, Richard Gilbert and Barry McCandlish. I thank these members for their assistance. B.T.V. 6, the Courier and 3BA all deserve thanks for the manner in which they have assisted the Society in the last year.

Bill Jessup
Chairman Publicity Committee

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1975

REPORT OF THE AUDITOR

I report that I have audited the books and records of the 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, 1975 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.

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

Registered Company Auditor

Nunawading 3rd October, 1975

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1975

ANNUAL REPORT OF THE DIRECTORS

Your Directors submit herewith the Financial Statements of the Company for the year ended 30th June, 1975 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. C.E. Croft
Mr. F.D. Henrahan	Mr. A.R. Harnwell
Mr. H. Cain	Mr. R.C. Gilbert
Mr. B.R. McCandlish	Mr. G.K. Cargeeg
Mr. C.W. Jessup	Mr. G.B. Inglis
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 \$2628.

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

Provision for Depreciation	\$405
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(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.

(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.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1975

ANNUAL REPORT OF THE DIRECTORS (Continued)

- (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 -

C.E. Croft

Director

G.B. Inglis

Director

Dated at Box Hill this 3rd day of October, 1975.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1975.

1974

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INCOME

262	Members Subscriptions		578
27	Donations - General	63	
374	- Museum	<u>907</u>	970
471	Museum Takings		225
162	Interest Received		347
(527)	(Deficit) Surplus Tram Car Operation (See attached statement)		666
182	Surplus Sales Department (See attached statement)		350
29	Surplus Tours Department (See attached statement)		41
-	Surplus on Convention		<u>125</u>
<u>980</u>			3302

LESS EXPENDITURE

Administrative

268	Telephone & Postage	316	
247	Printing & Stationery	138	
13	Advertising	140	
52	Insurance	19	
15	Room Rental	15	
15	Audit Fee (B.T.P.S.Co-operative Ltd)	17	
188	Legal Fees	-	
24	General Expenses	<u>10</u>	
<u>822</u>			655

Other Expenses

	Loss on Investment	14	
	Theatre Party	<u>5</u>	<u>19</u>
<u>822</u>			<u>674</u>
<u>158</u>	<u>SURPLUS FOR THE YEAR</u>		<u>2628</u>

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

BALANCE SHEET AS AT 30th JUNE, 1975

<u>1974</u>		
	<u>SOCIETY FUNDS</u>	
3918	Balance brought forward 30/6/74	4076
<u>158</u>	Plus Surplus for Period	<u>2628</u>
<u>\$4076</u>		<u>\$6704</u>

THESE FUNDS ARE REPRESENTED BY:-

	<u>Current Assets</u>		
247	State Savings Bank of Victoria	19	
90	Australia & New Zealand Banking Group Ltd.	2513	
20	Cash on Hand	20	
-	Debtors & Prepayments	1205	
3500	Deposits	3268	
473	Stock on Hand (at lower of cost or market realizable value)	<u>403</u>	
<u>4330</u>			7428

	<u>Less Current Liabilities</u>		
4	Creditors		
64	Subscriptions in Advance	10	
300	B.T.P.S. Co-operative Ltd. (Payable within 12 months)	<u>300</u>	
<u>368</u>			<u>310</u>
<u>3962</u>			7118

	<u>Plus Non-Current Assets</u>		
	<u>Investments</u>		
60	Powellite Press (at cost)	60	
	Less Loss on Investment	<u>14</u>	46
500	Direct Acceptance Corporation Ltd. (at cost)	-	
	<u>Fixed Tangible</u>		
7308	Tram Depot & Trackwork (at cost)	7901	
(221)	Less Provision for Depreciation	<u>449</u>	7452
782	Electrical & Overhead Equipment (at cost)	2345	
(63)	Less Provision for Depreciation	<u>219</u>	2126
146	Other Equipment (at cost)	287	
(15)	Less Provision for Depreciation	<u>36</u>	<u>251</u>
<u>8497</u>			<u>9875</u>
<u>12459</u>			<u>16993</u>

	<u>Less Non Current Liabilities</u>		
3883	B.T.P.S. Co-operative Ltd. (Payable after 12 months)	3562	
1000	A.R.H.S. - Victorian Division	800	
<u>3500</u>	Members Loans	<u>5927</u>	
<u>8383</u>			<u>10289</u>
<u>\$4076</u>			<u>\$6704</u>

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

TRAM CAR OPERATION INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1975

<u>1974</u>			
	<u>INCOME</u>		
<u>Nil</u>	Fares		3956
	<u>LESS EXPENDITURE</u>		
	<u>Operating Expenses</u>		
21	Tram Car Repairs	183	
68	Driver Training & Uniforms	155	
210	Interest Paid	564	
25	Hire of Equipment	228	
7	Equipment Repairs & Maintenance	12	
86	Electricity	548	
-	Insurance	624	
-	Tickets	84	
-	Rent	154	
52	Depreciation - Tram Depot & Trackwork	228	
47	- Electrical & Overhead Equipment	156	
<u>11</u>	Other Equipment	<u>21</u>	
527		2957	
	<u>Other Expenses</u>		
	Official Opening	259	
	Legal Fees	<u>74</u>	<u>333</u>
			3290
<u>(527)</u>	<u>(DEFICIT) SURPLUS FOR YEAR</u>		<u>3666</u>

SALES INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1975

<u>758</u>	<u>Sales</u>		882
	<u>Less Cost of Goods Sold</u>		
532	Stock on Hand 30/6/74	473	
<u>517</u>	Purchases	<u>462</u>	
1049		935	
<u>473</u>	Less Stock on Hand 30/6/75	<u>403</u>	
576			532
<u>\$182</u>	<u>Surplus for Year</u>		<u>\$350</u>

TOURS INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1975

<u>Tour</u>	<u>Income</u>	<u>Expenditure</u>	<u>Surplus</u>
Tram No. 1	75	75	-
Tram No. 2	54	30	24
Bendigo (Surplus)	12	-	12
Maryborough	48	43	5
	<u>\$189</u>	<u>\$148</u>	<u>\$41</u>