

**BALLARAT TRAMWAY
PRESERVATION SOCIETY
LIMITED**

Box 632, P.O., Ballarat, Victoria, Australia, 3350



THE CITY TERMINUS TEN YEARS AGO

It was scenes like this that caused the formation of our Society dedicated to the preservation of part of Ballarat's history

**ANNUAL REPORT
AND
FINANCIAL STATEMENT
1980-1981**

BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED
ANNUAL REPORT AND FINANCIAL STATEMENT
1980 - 1981

Dear Member,

Your Board has pleasure in presenting this eighth Annual Report of the Ballarat Tramway Preservation Society Limited for the year ended 30th June 1981.

Throughout the year our main task has been the completion of the depot extensions, the main work being tracklaying and construction of interior facilities. The track over the long pit (known to most as No.4 road) was commissioned and proved a great advantage to our tramcar maintenance team. The replacement of worn brake blocks and routine brake adjustments is now completed much easier. This pit facility allows for a more thorough inspection of the underside of our trams to be carried out. The overhead wiring is now complete to service No.4 road.

The Melbourne Pageant was again held this year and the Society sent tram No.27 to participate in the Vintage Tram service along Flinders Street and Wellington Parade. No.27 was given new wheel profiles at the Tramway Board Workshops which not only made it safer to run on higher quality M.M.T.B. track but will enable it to run many more miles in Ballarat before its wheels need be locked at again.

Track was not laid in the No.6 and 7 road areas of the depot extension, and to capitalise on this, at the time, unused space the area was rented to individuals to store buses and other road vehicles under cover. This has meant a steady income to our funds. Our surplus and unusable sleepers were stacked in the No.6 road area of the depot and offered for sale either as firewood or garden materials but there was little public interest and most of the timber has now gone to the Members House at Bungaree for use as firewood

The trams provided a service every weekend throughout the year and the usual intensive weekday operation was maintained during the Christmas - New Year and the March Begonia Festival periods. Charter business was pursued resulting in a few charters during the year. The Sales Department continued to monitor its position and purchase new lines of stock in areas where there was a market demand. The Department had a stand in a prime position at the Melbourne Transport Cavalcade which enabled us to sell a sizeable amount of stock. The Board has sought an increase in Membership numbers during the year as it is recognised that our Society needs continual Member support.

The Board has continued to meet each month on the second Friday and the Administration has continued to operate the Tramway and the behind-the-scenes very well.

Your Board this year was:

President:
Frank Hanrahan

Ballarat Vice President:
Len Doull.

Melbourne Vice President:
Bill Jessup

Treasurer:
Carolyn Dean

Secretary:
Richard Gilbert

Board Members:
Campbell Duncan
Geoff. Hanrahan
Andrew Hall
Peter Winspur
Paul McDonald
Geoff Dean

GENERAL MANAGER'S REPORT

During the past year we have been able to start moving into and using our depot extensions. The track has been laid over the long pit and the overhead wiring connected allowing trams to move into and out of the depot and much more importantly enabling us to stand in a proper area (the pit) to replace brake blocks, adjust brakes and have the opportunity to thoroughly inspect the underside of our trams.

Finances have been a prime concern during this time and as the last instalment of the State Government Grant is spent we now have to fully fund ourselves. The Board has responsibly maintained its budget and has been eager to earn additional revenue from a number of sources. The area of No.6 and 7 Roads whilst not being used by trams this year was rented to persons who needed roofed cover for historic buses and other road vehicles. The unuseable sleepers were offered for sale and the Sales Department produced new stock that had a ready market. Expenditure on rent and equipment hire was cut back where possible and we ended the financial year with our Treasury in good shape.

Our Membership Mailouts have been regularly forwarded throughout the year and in preparing these we try to make them as informative and interesting as possible, and accompanied by a Sales List or Press Clippings page, so that members distant from us can feel they are receiving and participating in something worthwhile by supporting our Society.

Warren Doubleday has headed our Engineering Branch most ably throughout the year and the onward development of our facilities at the depot and along the line is directly due to Warren's devoted and determined effort. Without an Engineer we would flounder - all thanks to Warren.

Peter Winspur has been Traffic Manager for the past year and has kept the society 'front line' approach to the public up to its high standard. The trams don't just turn up in Wendouree Parade every weekend and many weekdays throughout the year. The staff have to be trained, neatly uniformed, rostered, and overseen, and when all looked at in its perspective our Traffic Branch performs excellently in operating the 7,000km's of volunteer service. Gavin Young works tirelessly and well in completing the monthly Traffic Crew Roster.

Bill Jessup has headed the Sales Department and, as mentioned, earlier, the Department has done well. A look at the financial returns further on in this report will show the importance of our Sales Department to the income of the society. Thanks to Bill and his assistants.

Andrew Hall is Chairman of the Tramcar Maintenance Committee and in this area there has been a lot of interest and enthusiasm shown by members during the year. It is encouraging to see five or six people working on tramcar maintenance around the depot on the one day. When special efforts have been required to get a tram repaired, painted or simply serviced there has been shown true enthusiasm. Many thanks to Andrew and the team.

Member John Phillips has assisted us greatly by producing advertising cards for the interior roof advertising space and has taken many excellent photographs of our trams for advertising brochures, postcard production and souvenir enamel badge sales. His practical construction ability on the new crew rooms is much appreciated.

Geoff Dean has continued to provide access to good quality printing facilities. Geoff prints all the society stationary and the 'Fares Please' newsheet headings and other incidental work is done at no cost to us.

I wish to thank our honorary Auditor, Robert Paroissien, for his concerted and thorough work. Robert constantly monitors our financial position and at the end of the 1979 financial year commented that our financial position was not as healthy as it could be and there needed to be a concerted effort towards improvement. We took great heed of this advice and at the close of the 1980 financial year it is pleasing to hear him say he is satisfied with our effort. I thank Robert for his interest and advice on our Treasury matters.

We have continued to enjoy a good working relationship with the Ballarat City Council and the Melbourne and Metropolitan Tramways Board and both these organisations have assisted us appreciably. The local media in the form of the 'Ballarat Courier' Radio 3BA, and television BTV 6 have covered a number of press release reports from us, and we thank them for this.

I would like to thank all those members who have assisted over the year in keeping our tramway operating and all those who have supported us with the purchase of sales items and provision of donations. Your assistance in whatever way is appreciated. I have also enjoyed the co-operation of the Board throughout the year and thank them for their assistance.

The coming year will see more trackwork laid into our depot extension, a concerted effort to advertise our Society to the public, improvement of the museum display and Sales area and a higher standard of tramcar maintenance. The operating conditions at the depot will be improved with the connection to the City water and sewerage system. This requires a lot of work to be done and members are always welcome to join with us at the depot in sharing this rewarding hobby. There are, of course, always vacancies for tram conductors and drivers too;

Richard Gilbert
General Manager

ENGINEERING MANAGER'S REPORT

The year has primarily been one of building completion, tracklaying and preparation for further works at the depot. Car maintenance has been just sufficient to keep the wheels turning. As these depot works are completed, emphasis will once again be placed on car maintenance and restoration.

Trackwork: The principal achievement of the year was the completion of No.4 road and the level crossing. These works enabled the long inspection pit to be able to be used to its fullest. For the short inspection pit road, the rails were fixed to the pit steel and rails and sleepers laid out ready for assembly. Some minor works were carried out on the rest of the trackwork in the depot fan.

The Ballarat City Council resurfaced Wendouree Parade between the North end of the loop and St. Aidens Drive, repairing the deteriorating surface.

Depot Building: Skylights were installed in the old depot building, and one also in the future workshop area. These will save on our lighting bills. An order was placed with A. Cassells Pty. Ltd. for the installation and connection of water supply, sewer line and stormwater drainage. These works were not carried out till late in the year due to delays in red tape, resulting in muddy conditions on the northside of the depot area. When the area dries out, regrassing will take place. The installation of the plumbing work was paid for by the Government Grant. The grant was also used to purchase building materials for the amenities block, office, other materials and a three phase welding machine.

This was the last year of the Government Grant, and although not all works that were originally planned to be carried out under this grant were done, due to inflation, the basic aim of the grant was achieved.

Construction work on the amenities block, placed at the north western corner of the building, which will provide toilet and changeroom facilities. was commenced.

Overhead: Some minor maintenance work was carried out on the Wendouree Parade overhead and signal systems. Effort was confined principally to modifying the original fan layout for the new trackwork and erecting the new support wires for four and five roads and placing the contact wire for four road itself. In conjunction with this wire, troughing was installed in the building for about half the length of the road.

Troughing in four and five roads will run for only the length of half the building to allow for the lifting of cars, and roof repairs or restoration free of overhead wires. The overhead inside the building for both four or five roads has been arranged so that it can be isolated from the rest of the depot.

Electrical: The substation continued to operate without any problems. To enable power and light facilities to the new building a distribution board was placed on the back wall of the depot, and a three phase power point installed adjacent to it.

W.A. Doubleday
Engineering Manager

TRAMCAR MAINTENANCE AND RESTORATION BRANCH

The past year has not been as active for the branch team as in other years. The two items of interest that occurred for the year were firstly the commencement of operation in Ballarat of tram No.671 on Saturday 11th October. The second item was the wheel grinding of No.27 whilst it was in Melbourne for the Annual Transport Cavalcade. This wheel grinding will hopefully guarantee us that No.27 will be able to stay on the tracks for many years to come.

Referring back to the first item, the running of 671, it should be remembered that this tram was the first four motor tram to run in passenger traffic on a Provincial Tramway System. Also to be noted it is the only preserved W4 class tramcar in operation. This tram has been operating quite satisfactorily since entering service.

Fleet report;

W3 661; Work is progressing slowly in readiness for operation.

33: Has been withdrawn from service because of cracked wheel spokes. This problem was discovered on the day the overhead was erected over No.4 road. Action has been commenced to get this tram repaired.

38: Has been running intermittently during the past year.

40: Has not run for the past year as it was still marooned on its island of track. Soon to be remedied when No5 road is connected.

27, 14 and 28: These have been running reasonably well during the year.

With the opening of the new pit in No. 4 road it has made the job of servicing the trams a lot easier than the previous way under the raised pit (ski jump)

The tramcar fleet during the year consisted of eight operational tramcars (three in storage) and four stored tramcars needing major restoration work

The following list shows the work carried out on the tramcars;

- 14 No major works
- 26 Nil
- 27 Wheel grinding by MMTB
- 28 No major works
- 33 Damaged motor bearing repaired
- 38 Floor repainted
- 40 Nil
- 661 Work progressing gradually on re-painting of this tram
- 671 No major works

The Branch Staff for the year consisted of Chairman, A.Hall, Manager Maintenance, G. Jordan Fitters and Mechanics, W. Doubleday and P. Jinks Manager Resoration, D. MacArtney General Assistants, A.Mitchell, S.Butler, P.McDonald. Consultant, R. Prentice

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

Andrew Hall
Chairman.

SALES BRANCH:

This year has proven to be a great success with a substantial profit contribution towards the societ. finances. Additional badges, a new postcard; 'T' shirts and the ten year celebration books are all additional profit making lines.

Gavin Young has put considerable time and effort into Sales and is one of the main reasons for the successful operation. Stephen Butler and Campbell Blight has assisted in their own way and helped the Department admirably. Campbell Duncan, Andrew Hall, Richard Gilbert and Carolyn Dean have assisted in invaluable ways. A sound foundation has been built for the Departments' continuing successful operation.

Bill Jessup
Sales Officer

TRAFFIC BRANCH REPORT:

Traffic Figures

	Days Run	Km Run	Passengers Carried	Av. Pass. per Km	Av.km Per Day
JULY	10	143	242	1.7	14
AUGUST	15	523	11070	2.0	35
SEPTEMBER	19	567	1331	2.3	30
OCTOBER	18	515	1066	2.1	29
NOVEMBER	21	590	925	1.6	28
DECEMBER	25	816	1801	2.2	33
JANUARY	31	1453x	3085	2.1	47
FEBRUARY	15	585	870	1.5	39
MARCH	20	983	2597	2.6	49
APRIL	17	629	1575	2.5	37
MAY	21	686	1776	2.6	33
JUNE	9	255	454	1.8	28
TOTALS	221	7745x	16792	2.2	35

6	TOTALS	Days Run	Km Run	Passengers Carried	Av. Pass. per Km	Av. km per day
	TOTALS	221	7745x	16792	2.2	35
	OVERALL TOTAL	1159	57080x+o	151235	2.6	49
	PREVIOUS YEAR	167	7532+	18477	2.5	45

x Plus 56km run in Melb. on 26.1.81 by No.27
+ " " " " " " " " " No.40

x+o plus 168km run in Melbourne

During the year, thanks to Peter Hill offering us many hours of his time. We experimented with some weekday running with mixed results. During the following year we shall be running on Wednesdays during September and October and February to May. The slight fall in patronage was due to hot weather during January, wet weather on the March long weekend and a smaller number of charters. The altered service running on quiet days has allowed considerable savings on wear and electricity and has proved very successful.

We have now had 9 of our 10 trams run in service in Wendouree Parade and three have run on Australia Day in Melbourne over the past three years, an achievement unmatched by any other museum. We have continued to run every weekend and most holidays throughout the year thanks to untiring efforts of our Traffic Staff and I look forward to another successful year.

Peter Winspur
Traffic Manager

TRAMCAR STATISTICS

Tram No.	Days run	Hours run	Km run	PROGRESSIVE TOTALS		
				Days Run	Hours Run	Km Run
14	100	443.23	3011	378	1688.52	13961x
26	Nil	Nil	Nil	231	1083.54	10104
27	66	306.13	1920x	444	2050.19	17088x
28	38	184.10	1011	170	735.32	5450
33	31	146.07	1045	135	538.36	4165
38	21	66.29	450	40	110.35	754
40	Nil	Nil	Nil	179	640.27	5363x
661	2	2.04	10	2	2.04	10
671	29	54.25	354	29	54.25	353
TOTALS		1202.51	7801x		6904.44	57248x
Previous Year		959.11	7588			

x Includes kilometres run in Melbourne

Note: Kilometres run are calculated by the number of trips multiplied by 2.6

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, 1981 and of the surplus for the year ended on that date. An amount of \$10000 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
10th September, 1981

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1981

ANNUAL REPORT OF THE DIRECTORS

Your Directors submit herewith the financial statements of the Company for the year ended 30th June, 1981 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. C. Duncan |
| Mr. C.W. Jessup | Mr. A. Hall |
| Mr. R.C. Gilbert | Mr. G. Hanrahan |
| Mrs. C.D. Dean | Mr. P. McDonald |
| | 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 \$4953.
- (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.
- (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.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1981

ANNUAL REPORT OF THE DIRECTORS (CONT'D)

- (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 \$10000 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 and 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 -

C.W. Jessup
Director

R.C. Gilbert
Director

Dated at Ballarat this 10th day of September, 1981.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1981

STATEMENT BY DIRECTORS

We, Christopher William Jessup 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, 1981 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, 1981.

Dated at Ballarat this 10th day of September, 1981.

C.W. Jessup
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, 1981, 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 10th day of September, 1981

C.D. Dean

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

BALANCE SHEET AS AT 30TH JUNE, 1981

<u>1980</u>				
<u> \$</u>				
	<u>SOCIETY FUNDS</u>			
	<u>Accumulated Fund</u>			
45758	Balance brought forward 30th June, 1980			17813
1578	Plus Surplus for Year			4953
<u>15339</u>	Victorian Government Grant			<u>10000</u>
62675				32766
44862	Less Victorian Government Grant Transferred to cost of Tram Depot			<u>10000</u>
<u>\$17813</u>				<u>\$22766</u>
=====				=====
	<u>THESE FUNDS ARE REPRESENTED BY:-</u>			
	<u>Current Assets</u>			
20	Cash on Hand		20	
3965	Australia & New Zealand Banking Group Ltd.		3799	
1009	Australia & New Zealand Savings Bank Ltd.		1406	
1648	Eastern Suburbs Permanent Building Society		71	
938	Debtors - Trade	1162		
1175	Other & Prepayments	<u>995</u>	2157	
1762	Deposit		1376	
<u>2452</u>	Stock on Hand (at lower of cost or sale value)		<u>2950</u>	
12969				11779
	<u>Less Current Liabilities</u>			
4914	Creditors		606	
<u>1500</u>	B.T.P.S. Co-operative Ltd. (Payable within 12 Months)		<u>1800</u>	
6414				2406
<u>6555</u>				<u>9373</u>
	<u>Plus Non Current Assets</u>			
	<u>Fixed Tangible</u>			
74160	Tram Depot & Trackwork (at cost)	93265		
(44862)	Less Victorian Government Grant	<u>54862</u>	38403	
(4789)	Provision for Depreciation		<u>6481</u>	31922
2345	Electrical & Overhead Equipment (at cost)		2345	
(1394)	Less Provision for Depreciation		<u>1629</u>	716
2684	Trams (at cost)		<u>2684</u>	
(506)	Less Provision for Depreciation		<u>641</u>	2043
649	Other Equipment (at cost)		649	
(429)	Less Provision for Depreciation		<u>481</u>	168
200	Motor Vehicle (at cost)		<u>200</u>	
(14)	Less Provision for Depreciation		<u>44</u>	156
28044				35005
	<u>Investment</u>			
80	Shares (B.T.P.S. Co-operative Ltd.) (800 \$1 shares paid to 10 cents each)			<u>80</u>
28124				35085
<u>34679</u>				<u>44458</u>
	<u>Less Non Current Liabilities</u>			
7316	B.T.P.S. Co-operative Ltd. (Payable after 12 Months)		10892	
<u>9550</u>	Members Loans		<u>10800</u>	
16866				21692
<u>\$17813</u>				<u>\$22766</u>
=====				=====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1981

<u>1980</u>		
<u>\$</u>		
<u>INCOME</u>		
1183	Members Subscriptions	1154
101	Donations - General	32
825	- Museum	1634
-	- Tram No. 11	55
398	Interest Received	394
(1918)	(Deficit) from Tram Car Operations (see attached statement)	(371)
3587	Surplus from Sales Department (see attached statement)	3729
<u>4176</u>		<u>6627</u>
<u>LESS EXPENDITURE</u>		
<u>Administrative</u>		
627	Telephone & Postage	694
646	Printing & Stationery	575
296	Advertising	190
139	Insurance	21
11	Room Rental	20
1	Bank Charges	-
700	Legal Fees	-
28		14
<u>2448</u>		<u>1514</u>
<u>Other Expenses</u>		
150	Subscriptions	160
<u>2598</u>		<u>1674</u>
<u>\$1578</u>	<u>Surplus for Year</u>	<u>\$4953</u>
=====		=====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

TRAM CAR OPERATIONS INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1981

<u>1980</u>		
<u> </u>		
	<u>INCOME</u>	
6955	Fares	7127
810	Advertising	745
396	Melbourne Pageant	408
-	Rent Received	288
<u> </u>		<u> </u>
8161		8568
<u> </u>		
	<u>LESS EXPENDITURE</u>	
1352	Repairs & Maintenance:- Tram Cars	908
231	- Trackwork	40
706	- Equipment	224
202	Motor Vehicle Expenses	99
-	Driver Training & Uniforms	58
1748	Interest Paid	1666
923	Hire of Equipment	1258
933	Electricity	1249
1366	Insurance	1113
176	Tickets	180
512	Rent Paid	-
1463	Depreciation:- Tram Depot & Trackwork	1692
235	- Electrical & Overhead Equipment	235
135	- Trams	135
83	- Other Equipment	52
14	- Motor Vehicle	30
<u> </u>		<u> </u>
10079		8939
<u> </u>		<u> </u>
(\$1918)	<u>(Deficit) for Year</u>	(\$371)
=====		=====

SALES DEPARTMENT INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1981

<u>9868</u>	<u>Sales</u>		10458
	<u>Less Cost of Goods Sold</u>		
1134	Stock on Hand 30/6/80	2452	
7537	Purchases	7133	
<u> </u>		<u> </u>	
8671		9585	
2452	Less Stock on Hand 30/6/81	2950	
<u> </u>		<u> </u>	
6219			6635
<u> </u>			<u> </u>
3649	<u>Gross Profit</u>		3823
62	Less Sundry Expenses		94
<u> </u>			<u> </u>
\$3587	<u>Surplus for Year</u>		\$3729
=====			=====

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, 1981.

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 and Trackwork	5%
Electrical and Overhead Equipment	10%
Other Equipment	10%
Trams	5%
Motor Vehicles	15%

(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 LIMITED

Minutes of Annual General Meeting held at the Tram Depot, Gillies Street, Ballarat,
on Sunday 12 October 1980.

Meeting opened at 14.25 hours.

PRESENT: Mr S. Butler, A. Carson, Mrs L. Carson, Mr J. Chadwick, G. Davey, Mrs C. Dean,
Mr G. Dean, L. Doull, C. Duncan, Cr M. Foo, Mrs M. Foo, Mr R. Gilbert, A. Hall,
F. Hanrahan, G. Hanrahan, Mrs K. Hanrahan, Mr C. Jacobson, G. Jordan, Mrs N. Kierath,
I. Kingsley, Mr W. Kingsley, S. Lodington, D. Macartney, A. Mitchell, B. McCandlish,
P. McDonald, W. McLachlan, G. Netherway, Mrs N. Netherway, Mr J. Phillips,
R. Prentice, L. Reid, L. Riccard, W. Scott, I. Stanley, R. Stevenson, H. Stoney,
J. Wayman, P. Winspur, C. Withington and B. Wood.

APOLOGIES: Rev. A. Brehaut, Mr J. Davies, D. Frost, R. Henderson, H. Jackson,
A. Marshall, D. Mickle, P. Nicholson.
B. McCandlish/G. Netherway: Apologies be accepted. Carried.

MINUTES: N. Kierath/C. Dean: Minutes of 1979 Annual General Meeting be taken as read.
Carried.

W. Kingsley pointed out that his name should appear with that of G. Jordan as an
unsuccessful candidate in the Minutes.

W. Scott/G. Jordan: Minutes of the 1979 Annual general Meeting be adopted as
amended. Carried.

ANNUAL REPORT: G. Netherway/W. Scott: Annual Report for the ended 30 June 1980 be
accepted and adopted. Carried. W. Kingsley mentioned that the track laying of
the new depot fan was being done by himself and members of the Society.
The President apologised for the delay to the starting time of the meeting and
welcomed the members present. He commented that the previous day there had been
very heavy rain and flooding in the area as could be seen by the level of water
in the Long Pit; the new depot had finally reached lock-up stage allowing more
storage area; also the conversion of 26 to a combination Californian cross-bench
car had been started and this would take many months before completion. He also
thanked the Board members and other Society members for all their work over the
past year.

FINANCIAL STATEMENT: Treasurer commented on the year's accounts. Fares would be
raised from 1 November.

C. Dean/J. Phillips: The financial statement and Accounts for the year be accepted
and adopted. Carried.

AUDITOR: R. G. Paroissien has offered himself for re-election as Auditor.

C. Dean/R. Gilbert: R. G. Paroissien be re-appointed as Auditor for the coming
year. Carried.

BRANCH REPORTS: General Manager gave a summary of the past year, in particular the
new photographic display now in the Museum in 11 and the Donation Box also in 11
was bringing in a small but significant amount from the public. 40 returned from
The Melbourne Pageant and has been placed in the back of the Depot behind the
Short Pit and is only waiting for rails to be laid for it to return to service.
Traffic Manager commented on week-day running and how it was becoming popular
especially for charters during the week. Fares will alter on 1 November with the
Adult fare being increased to 60¢ whilst the other fares will remain as they are.
There had been a problem with trying to hold entertainment meetings during the
year, however to help keep the members in touch with tramway happenings the Board
has re-printed some of the press cuttings and included them in two mail-outs.
These have been very well received. The Society has gained some new traffic staff
over the year. The Traffic Manager announced that after the meeting members were
invited to have a ride on the W3 and W4 trams before returning for afternoon
tea and some cine films.

Engineering Branch. L. Doull gave a brief summary of the year's activities.

Sales Branch: W. Jessup commented that the Branch has had a very good year, par-
ticularly with the manufacture and sale of enamel badges.

Tramcar Maintenance and Restoration Branch (Workshops) A resume of the works
done to 40 and 38 in particular was given by A. Hall. Commented that 14 and 33
had basically been the backbone of the fleet, but we will now have the W4 and
soon the W3 in service. It was hoped that if the Society is invited to the 1981
Melbourne Pageant that we would send car 27 with its historical significance.

CoTMA: Reported that the Conference in Brisbane in June of this year was quite
informative and well worth while. G. Jordan was the Society's delegate. Our Society
also played host to the main Guest of the Conference, Mr Fred Lonnes, when he
visited our Tramway after the Conference.

GENERAL BUSINESS: Benefactors of the Society. Notice of Motion had been given at the last Annual General Meeting as follows:

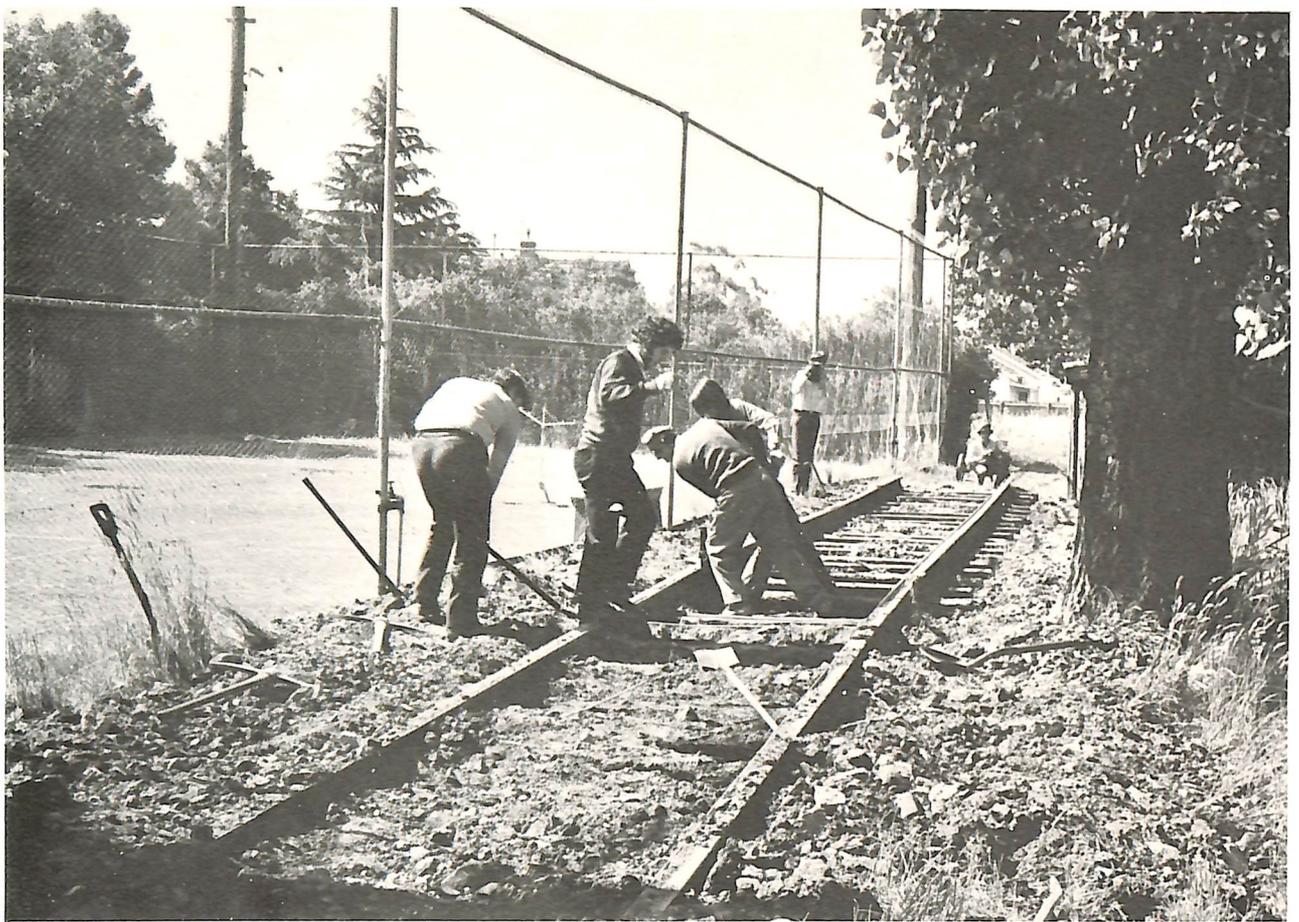
S. Lodington/C. Duncan: Section 14 (a) and (b) of the Articles of Association of the BTPS Ltd relating to Benefactors be deleted.

S. Lodington spoke to the Motion. G. Netherway replied against, then R. Gilbert spoke for the Motion. W. Jessup spoke against and finally S. Lodington closed discussion. The Motion was carried by 15 votes to 4.

General Manager thanked Mrs Doull for her contribution of sandwiches for the afternoon tea.

S. Lodington thanked the Board for their work over the past year.

Meeting closed at 15.10 hours.



The Society's first track work party lifts '0' Road beside the tennis court at the old SEC Depot in early 1972

RECALLING OUR EARLY DAYS

After three years' hard work No. 27 eases out of the Society's new Depot on its first run under its own power on 12 October 1974

