

BALLARAT TRAMWAY
PRESERVATION SOCIETY
LIMITED

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



ANNUAL REPORT
AND
FINANCIAL STATEMENT
1982-1983

BALLARAT VINTAGE TRAMWAY

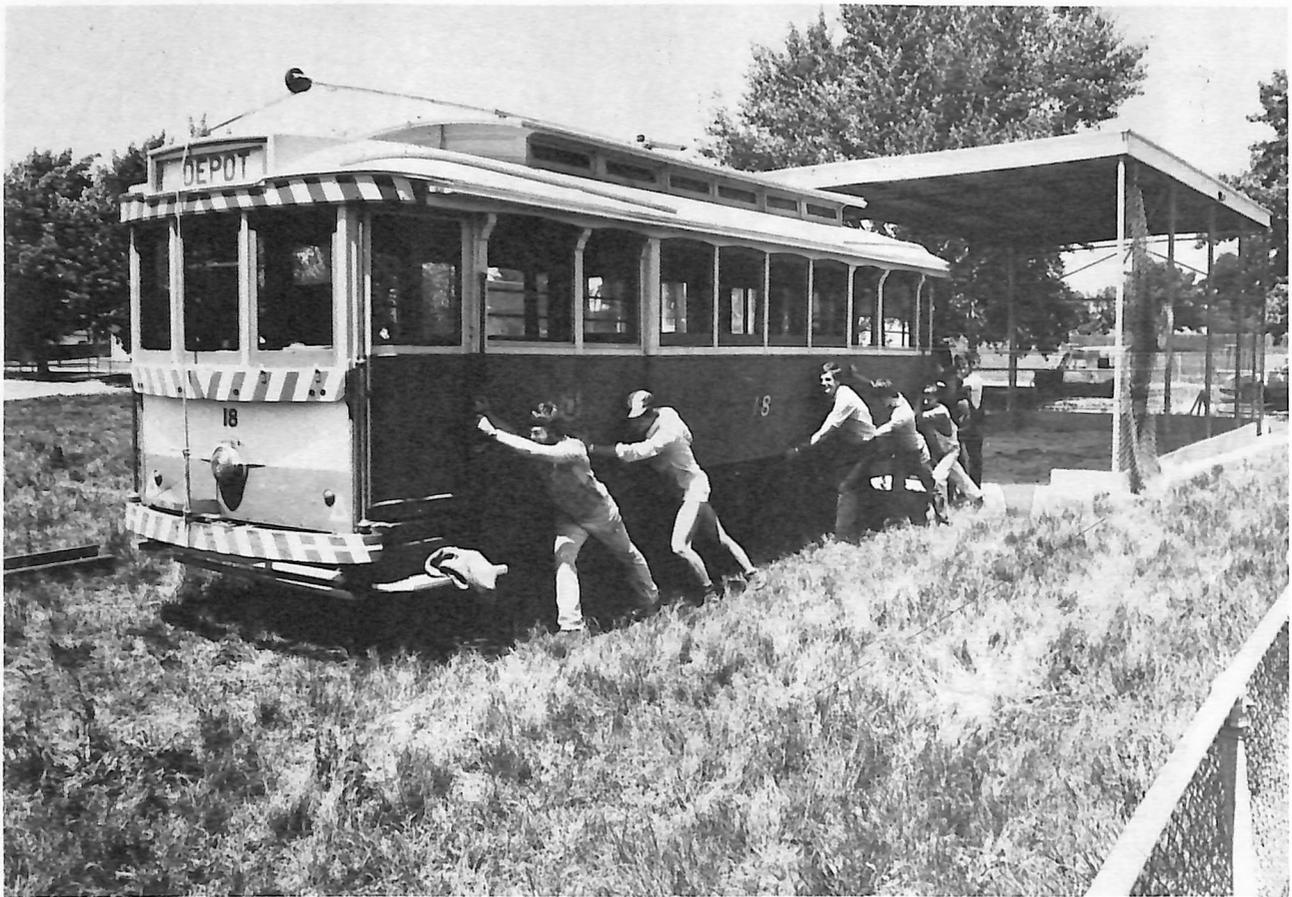


Photo courtesy THE BALLARAT COURIER

Society members push tram 18 out of its compound on 2 November 1982 — the day it was brought to our Depot where it is now being fully restored. The tram is the property of the Borough of Sebastopol and has been loaned to our Society after spending ten years on static public display by the Borough

Workers at the Depot prepare to lift tram 33 to allow the wheels to be changed over

Bill Scott



BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED

ANNUAL REPORT AND FINANCIAL STATEMENT

1982 - 1983

Dear Member,

Your Board has pleasure in presenting this tenth Annual Report of the Ballarat Tramway Preservation Society Limited for the year ended 30th June, 1983.

The past year has seen a great deal of input by the Members resulting in the attainment of many goals. We acquired another tram (No.18) for our fleet which will perform a twofold task. It will spread the tram mileage further among our fleet and at the same time preserve in operating order a valued vehicle of the bygone S.E.C. tramway era. The changeroom and toilet at the depot were completed and a number of other improvements to working conditions in the depot were achieved. Trackwork was carried out both in Wendouree Parade and more extensively in the depot area. Tramcar maintenance and restoration involved a lot of input by our volunteer members.

The trams provided a service every weekend throughout the year and also operated on weekdays during school holidays, Begonia Festival and the Christmas period. A few Charters were also run at times during the year. The Sales Department introduced a new line, being collectors teaspoons and these have sold well. The orange 'B' class diesel locomotive and the 'Comeng' train badges sold as new lines and repeat orders of stocks of other badges were produced. The regular Members mailout was forwarded every second month and information was supplied to 'Trolley Wire' magazine throughout the year.

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

Treasurer:
Carolyn Dean

Ballarat Vice President:
Len Doull

Secretary:
Richard Gilbert

Melbourne Vice President:
Peter Winspur

Board Members:
Allan Bradley
Stephen Butler
Campbell Duncan
Graham Jordan
Paul McDonald
Andrew Mitchell

GENERAL MANAGER'S REPORT:

The society has enjoyed a year of progress and this is reflected in our Financial Statement. The input by the Board Members and the Heads of Branches along with the ever valued work by the society Members has helped us achieve this goal. The area of souvenir sales was managed by the Board which introduced new lines of items. The collectors teaspoon with a photo of a single truck tram on the handle and the ever popular enamel badges, this year introducing the 'Orange' B class locomotive, all sold well.

We were fortunate to obtain the permission of the Borough Council of Sebastopol to allow us to operate Tram No.18, which is their property, on our tramway. This tram has been at our site since 2nd November last year. This addition to our rolling stock has been of great interest to our members especially those in the tramcar maintenance area. A lot of work has been carried out on the depot interior and facilities are now greatly improved. The planning and work performed by Warren Doubleday as Engineering Manager has to be complimented here. The Manager of Tramcar Maintenance and Restoration, Graham Jordan, has put a lot of work and initiative into the projects this year and I am proud of the appearance of our trams in their many varied liveries.

The Traffic operation is our most seen section and it is pleasing to note that the service operates every weekend of the year and on as many holidays as possible. The good standard of service to the public by our members working the trams is most important. The Board of Management sincerely appreciates the responsible input and neat appearance displayed by the members in this area. We enjoyed a situation where many applications by members to join the Traffic Branch were received and it is heartening to see our members responding to helping the society in this way. The Traffic Manager, Peter Winspur, works hard to head a happy and energetic branch. Thanks also to Gavin Young who throughout the year completes the unenviable task of compiling the Traffic Staff Roster.

Late in the financial year the society acquired a 'company car' in the form of a 1958 Morris Minor 1000. In its short time in service its availability has been of great benefit to us. We continued to service the members with a bi-monthly mailout which involves quite an amount of time in preparation and mailing. We recognise that for a lot of members this is the only contact they have with us and we are always trying to keep up standard in our 'Fares Please' newsletter and at times we add pages of 'press clippings' or other handouts. Our overseas members have their mail forwarded by 'airmail' so that they can be kept up to date with the latest news.

In both the Engineering and Traffic areas we have enjoyed a good working relationship with the Metropolitan Transit Authority (Tram and Bus Division). The amount of work performed in fitting new tyres to our steel wheels for No.40 is just one particular area in which I feel most appreciative, but of course, we have been helped in many areas by the M.T.A.

Both Geoff Dean and John Phillips have helped us in the area of printing and advertising material and their input is important and appreciated. I wish to express my appreciation of the work performed by our honorary Auditor, Robert Paroissien. Robert takes a particular interest in our society and as such offers advice on treasury matters which is appreciated and heeded. We are most fortunate to have such a competent person as Robert to perform our Audit work for us. We have continued to enjoy a good working relationship with the Ballarat City Council and the local media in the form of the 'Ballarat Courier', 'The News', Radio 3BA, and Television BTV6. We thank them for the various ways they have assisted our project.

Tramcar Maintenance and Restoration:

To assist with routine servicing and maintenance a system of periodical inspections has been introduced. A detailed inspection and service is now carried out after each tram has run 1,000 trips. During the inspections all work required is recorded and necessary action is taken. The recording of mileage will also help to spread the load and wear and tear of the fleet.

a) Acquisitions: In November 1982 the society obtained another former Ballarat tram, No.18, which was 'preserved' by the Borough of Sebastopol in a wire enclosure in that suburb. The acquisition of this tram is a tremendous addition to our going fleet.

Arrangements have been made with the Lake Goldsmith Steam Preservation Society to have on loan, former Ballarat tram No.13. It is planned to transport this tram to the Ballarat Depot in November 1983.

b) Tram No.11: No work carried out. As this tram presently houses the museum display it is not intended to commence any works on this tram until the museum area is constructed and the display relocated. The tram does not have motors or a compressor.

c) Tram No.14: Regular service and maintenance carried out. The brake rigging of this tram has been serviced and worn parts rebuilt or replaced. This together with the fitting of a new leather gasket to the brake cylinder has greatly improved the braking performance.

d- Tram No.18: Prior to transfer from Sebastopol to our depot, an inspection both electrically and mechanically was carried out. This inspection revealed that only a minor amount of work was required to make this tram operational. The tram was moved on Melbourne Cup Day, 2nd November, 1982 and placed at the rear of No.5 road in the depot, using the rear door unloading point. Saturday, 13th November, saw the necessary checks and adjustments made and the tram was tested under power, at first on the access track and then next day in Wendouree Parade. Although operational this tram was then returned to the workshop where all the exterior window frames were removed and an order placed with a local joinery to manufacture all new frames, the old ones being beyond economical repair. The body is presently being repainted and some internal water damaged ply panels have been replaced. The brake rigging has been totally dismantled, overhauled and refitted. A new window sill for the Motormans cabin at No.2 end has been fitted due to water seepage, and old age of the original one. New window glass has been ordered because when this tram was at Sebastopol it became a popular sport to "throw stones at the tram", despite it being in an enclosed fence. It is hoped to have this tram in service during the forthcoming Christmas school holidays.

e) Tram No.26: Work is continuing on the conversion of the tram to its original condition as a California Combination Car. The Motormans bulkheads have been constructed at both ends, and are almost complete except for windows. The next major task is the construction of the cross-bench seating in the drop ends. An original seat back has been made available on loan from the TMSV and will be used as a pattern to assist in reproducing new ones. Peter Allens' work on this car is a credit to his ability and workmanship. It is planned to relocate this car into the new shed as soon as possible to enable work to proceed with better access and facilities.

f) Tram No.27: Regular service and maintenance carried out. Attention has been given to the trolley pole following several dewirements. One dewirement resulted in the trolley pole head creating a small hole in the drivers cab roof at No.1 end. Quick repairs were carried out, adjacent to another older SEC repaired hole and the tram was available for service the following day.

The coming year will be one of further consolidation as the final depot trackwork is put in place, trams currently under restoration re-enter service and the Sales Department produces new stock. We look forward to the next year with the interest and determination we enjoyed over the past one.

Richard Gilbert
General Manager.

ENGINEERING MANAGER'S REPORT

The past 12 months have seen a very busy and often demanding period for our small but dedicated maintenance/construction/restoration team. This important function has been undertaken to the best of everyone's ability. As was expected, a balance between depot facility construction and car maintenance/restoration works was maintained during the 12 months under review.

Expenditure on the tramcars was maintained at about the same level as the previous year, but investment in restoration, primarily the overhaul of 40's bogies was relatively very large. At 30th June, costs on 40's trucks amounted to over \$5,000. Future expenditure to complete this work is estimated to be about \$3,500.

The total operational number of trams for this period has been eight cars out of the 12 in the depot, but of these only six have been available for service in passenger traffic. When one remembers that the society originally received only six trams from the S.E.C. in 1971, and to have some of those not fully operational for many years after, this is a major achievement.

1. Depot Building:

In the depot itself, the major items of capital expenditure were
Installation of pit lights in the main pit
Provision of a new sump pump
Completion of the Change room/toilet

It had been planned to commence on the construction of the mess room/office during the year, but this work has had to be delayed due to the arrival of No.18. This car occupied the track space that No.26 was going to be moved to. However, some works for this area have started such as the installation of windows in the north wall and alteration to power supplies etc. The changeroom/toilet area was completed except for the tiling of the toilet floor and ceiling installation.

Throughout the depot minor improvements to the power supply, lighting and other facilities were made. Fine crushed rock was placed between 4 & 5 roads to give better working surface. Road numbers were placed, for the new depot tracks, on the front wall of the depot building.

2. Track:

On existing trackwork necessary maintenance was carried out as required. A start was made on relaying the curve into 4 & 5 roads. By the end of the financial year the bending of the necessary rails had almost been completed. Inside the depot building, 6 road was laid out, after removing excess earth. Surplus rails and point castings were removed to the Council depot and some other rails picked up from the stockpile to enable the completion of the depot fan.

An order was placed through the Bellarine Peninsula Railway for the supply of 50 new sleepers. These will be used in resleepering some of the existing depot tracks and in 6 and 7 roads.

3. Overhead:

General maintenance work, as required, was carried out including the repair of one break near St. Aiden's Drive. The curve across Wendouree Parade is in the process of being rehung, straightened up and finalised. An order for some secondhand trolley wire, to complete the depot fan was placed with the Metropolitan Transit Authority in May.

g) Tram No.28: Regular service and maintenance carried out. This tram only sees occasional use due to the small wheel profiles and flanges. It was hoped to rewheel this car during the next financial year but other works will probably be done on other cars instead, such as returning 13 to service.

h) Tram No.33: Regular service and maintenance carried out. A plaque has been fitted over the saloon door at No.2 end to indicate that this tram was acquired in 1977 from the Hamilton Pastoral Museum.

i) Tram No.38: This tram only sees occasional use due to the small wheel profiles and flanges. Rewheeling is a long term plan, possibly using the wheels from 39's trucks. Other works carried out were the fitting of destination box door brackets to hold the doors open for night operation, similar to Melbourne, and clips to hold the emergency trolley ropes in a more safer method, also in a similar fashion to that used in Melbourne.

j) Tram No.39: No major works carried out. A general clean-up of the exterior has been done and many surplus spare parts and fittings have been stored inside pending the construction of future storage areas. When first placed in the depot, this tram sat on sleepers across ex-Melbourne W2 tram trucks. This tram has been lifted to allow the sleepers to be replaced with suitable lengths of tram rail. This has allowed the tram body to sit level on the trucks. The maximum traction trucks from this tram are presently at Miller Bros. Engineering works with those from No.40.

k) Tram No.40: On the body of this car some work has been carried out prior to refitting of the restored trucks. This comprises the installation of new framesupport rods to strengthen the body frame. The side rubbing plates were removed and reconstructed by Miller Bros. and are currently awaiting refitting. On the trucks themselves, Miller Bros. who are carrying out the general engineering work, have completed their portion as far as possible. New tyres were ordered from Comsteel in the previous financial year and these were delivered in May. The MTA has since fitted these new tyres to the main driving wheels and profiled them. The only outstanding item is the new main axle boxes. The pattern has yet to be completed by the patternmaker and it is hoped that these will be available soon. The new pony wheel axle boxes have been cast. When this work is completed Miller Bros. will carry out some machining work and complete the assembly of the trucks.

l) Tram No.661 (W3): The external painting of this tram is continuing when time and the weather conditions permit. The side destination boxes have been reopened and reglazed, and the route number boxes removed. To complete the lighting circuits the lights from the route boxes have been re-directed to the side destinations. Repainting of the roof has been completed.

m) Tram No.671 (W4): Quite extensive work has been done to this tram. The windows in the motormans bulkheads which were filled with metal sheeting by the former MMTB have been removed and the original glass sheets reset. This enables the passengers to not only see where they are going, but also to see the driver at work. Door stops have also been fitted to the drivers door which enables them to be left open if required. The roof of this car has been repainted as has the floor and footboards. Some work has been carried out on the brake rigging. The side destination boxes have been reinstated and reglazed. Following the repaint of No.661 it is intended that this car will be the next to be done.

n) Other notes: In October 1982 we were offered the body of a single truck tram. The tram ex-Melbourne 'H' class No.54 was one of six which were used in the construction of two houses in the Melbourne suburb of Mentone. Although not complete it did however produce a supply of spare parts which were removed from the site and transported to Ballarat. The TMSV also acquired some parts as well as four other tram bodies from the site. The body of Ballarat bogie tram No.35, which is situated near the society house at Bungaree is also providing a good source of spare parts, some of

which have been used already. It is intended to complete the dismantling of this body over the next two years or so.

A vacuum cleaner was donated by Bill Scott to help us keep the tram interiors clean and tidy.

The Engineering Branch would like to thank the MTA (former MMTB) for its assistance throughout the year, and all those who have co-operated in assisting us to keep our cars in order.

People who have assisted directly during the year were:-

Peter Allen, Alan Bradley, Geoff Cargeeg, Campbell Duncan, Ian Hanson, Frank Hamrahan, Ian Hill, Rolf Jinks, Trevor Kruger, Paul Miller, Andrew Mitchell, Barry McCandlish, Davic Macartney, Paul McDonald, John Phillips, Graeme Sewell, Daryl Soden, Howard Stoney, Lindsay Rickard and Peter Winspur.

Warren Doubleday
Engineering Manager

Graham Jordan
Tramcar Maintenance/Restoration

TRAFFIC BRANCH REPORT:

The effect of the weather on our patronage was dramatically illustrated this year. A mild dry August brought people flocking to ride on our trams and we carried twice as many people as we did in 1981. But by February - March the grip of the drought and bushfires was really being felt. Both months were disastrous (February 595 c.f. 1224 in 1982, March 2465 c.f. 3324 in 1982). With the rains at the end of March, Ballarat turned green in two weeks and continuing sunny weather lead to April and May being excellent months. April was the best since 1980 and May the best since 1977. The weekday figure of 1470 during the school holidays was the best ever.

For the year, despite the drought, we managed to improve the average number of passengers carried per day and per kilometre run (slightly). In all, a good year.

In November No.18 became the tenth tram to run in Wendouree Parade since 1974. The Traffic Branch hopes to see it available for traffic during the coming year to relieve the burden on our stalwarts No's 14 & 27. With 26, 40 and 661 out of service for restoration and No.38 with low flanges, single truck cars 14, 27, 28 and 33 maintained most of our services.

The year saw Andrew Mitchell and Paul McDonald complete their training and qualify as Drivers and two MTA trained drivers (Suzanne Clarke and Paul Miller) became qualified to drive Ballarat trams. Tony Smith and Maurice Stanley began their training. Maurice is the only Traffic Staff Member so far to have worked as a driver in Ballarat under the S.E.C. I thank Bruce Davey for his continued enthusiastic support in examining our students in Melbourne.

I thank every Driver and Conductor who helped us to keep running for another 173 days through all weathers. During the summer we ran 37 days in succession, a feat we seem to manage somehow with volunteers every summer and of which we can be justly proud.

Peter Winspur
Traffic Manager

OPERATING STATISTICS

	Days Run	Km Run	Passengers carried	Av. Pass per.km	Av. km per day	Av. Pass per day
July	10	275.6	378	1.4	27.6	37.8
August	16	642.2	1770	2.8	40.1	110.6
September	15	465.4	1029	2.2	31.0	68.6
October	11	418.6	956	2.3	38.1	86.9
November	10	356.2	783	2.2	35.6	78.3
December	13	514.8	1664	3.2	39.6	128.0
January	31	1385.8	3824	2.8	44.7	123.4
February	9	317.2	595	1.9	35.2	66.1
March	17	748.8	2465	3.3	44.0	145.0
April	12	514.8	1706	3.3	42.9	142.2
May	20	702.0	2389	3.4	35.1	119.5
June	9	265.2	514	1.9	29.5	57.1
TOTALS	173	6606.6	18067	2.73	38.2	104.4
Overall total	1523	70397.6(a)	187232	2.65	46.2	122.9
Previous year	191	6710.6(b)	17930	2.67	35.1	93.9

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

(a) plus 341.4 km run in Melbourne

(b) plus 104.3 km run in Melbourne

TRAMCAR STATISTICSProgressive totals

Tram No.	Days run	Hours run	Km run	Days run	Hours run	Km run
14	37	170.50	1263.6	463	2191.03	17409.6x
18	3	2.46	13.0	3	2.46	13.0
26	nil	nil	nil	231	1083.54	10103.6
27	44	195.32	1331.2	530	2475.07	19786.0x
28	26	131.38	938.6	215	935.15	6723.6
33	55	312.58	2280.2	213	999.26	7410.0
38	11	39.03	291.2	64	251.21	1833.0
40	nil	nil	nil	184	657.02	5436.6x
661	nil	nil	nil	14	34.36	197.6
671	27	71.39	488.8	82	228.29	1484.6
TOTALS		924.26	6606.6		8858.59	70397.6x

Previous year 1202.51 6814.9x x Includes km run in Melbourne

Ballarat Tramway Preservation Society Limited

Minutes of Annual General Meeting held at the Tram Depot, Ballarat on Sunday 10th October, 1982. at 1.30pm.

Meeting opened at 1.50pm Chairred by Mr. F.Hanrahan.

PRESENT: D.Soden, I.Hansen, H.Stoney, M.Campbell, H.Jackson, Mr. & Mrs. Foo, Mr. & Mrs. G.Netherway, N.Kierath, A.Bradley I.Martin, J.Phillips, G.Dean, E.Carew, W.McLachlan, Mr. & Mrs. F.Hanrahan, Mr. & Mrs. S.Ohlsen, G.Redman, J.Fitzsimons, I.Stanley, M.Stanley, J.Lodington, S.Lodington T.Kruger, A.Hall, P.Bertram, A.Smith, P.McDonald, R.Prentice, A.Mitchell, J.Chadwick, C.Withington, W.Scott, P.Winspur, S.Butler, G.Dean, P.Allen, G.Jordan, L.Doull, R.Gilbert, J.Withers, P.Moses, G.Bridgart, C.Duncan, P.O'Connor.

APOLOGIES: B.Stevenson, P.Nicholson, M.Withers, R.Campbell, R.Scholton, W.Doubleday, I.Kingsley, W.Kingsley

At this point M.Foo and I.Hanson proposed and seconded a motion that the apologies as read be accepted. Carried.

ERRATA: The Secretary announced an amendment to the minutes of the 1981 Annual General Meeting that the names of T.Borchiers, A.Hall, P.Bertram and J.Phillips be included as present.

MINUTES: G.Netherway/N.Kierath that the Minutes of the 1981 Annual General Meeting be accepted as read. Carried.

Nominations for scrutineers were called. H.Stoney moved by P.Winspur R.Prentice moved by A.Hall. There were no other nominations. The Chairman declared these two appointed. The election commenced for Melbourne Vice President and the Returning Officer and Scrutineers retired to count the vote.

ANNUAL REPORT: The Chairman, Mr. Hanrahan, Richard Gilbert, Andrew Hall and Peter Winspur reported to the meeting on their respective areas of responsibilities throughout the year. After these reports the result of the Election was given. The Election for the positions of Ordinary Board Members was then conducted; the Returning Officer retired to count votes.

AUDITORS REPORT: G.Netherway/H.Jackson moved that the report for the 1981/82 Financial Year as printed be received. Carried. R.Gilbert/J.Phillips moved that Robert Paroissien be re-appointed as Auditor. N.Kierath/M.Foo moved that a letter of appreciation be sent to Robert Paroissien for his services during the year. Carried.

M.Foo/C.Dean moved that the report of the Directors for 1981/82 be received as printed. Carried.

FINANCIAL REPORT AND BALANCE SHEET: C.Dean/D.Soden moved that the Financial Report for the 1981/82 financial year and the balance sheet as of 30/6/82 be received. Carried.

C.O.T.M.A. REPORT: The Society's C.O.T.M.A. Representative, Graham Jordan, spoke on COTMA activities throughout the year.

The President then thanked all who had helped during the year, the members of the Board, and those who had written reports, and he spoke of the progress which had been made around the depot. He informed the meeting of the Society's efforts to acquire Tram No.18, which met with acclamation from those assembled.

The Secretary spoke about the plaque which had been affixed to tram No.33.

The Returning Officer then advised the result of the Board Election. W.Scott and E.Hanson moved that the Returning Officer be thanked for his efforts and work. Carried.

The President thanked all members who stood for election.

The meeting was closed by the President at 3.20pm

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, 1983 and of the surplus for the year ended on that date.

2. As required by the Companies (Victoria) Code 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 269 to be dealt with in the accounts; and
 - (ii) in accordance with provisions of the Code.
 - (b) the accounting records and other records, and the registers, required by the Code to be kept by the Society have been properly kept in accordance with the provisions of the Code.

Robert G. Paroissien
AASA, ACIS
Public Accountant

Vermont South
9th September, 1983

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1983

ANNUAL REPORT OF THE DIRECTORS

Your Directors submit herewith the Financial Statements of the Company for the year ended 30th June, 1983 and in accordance with Section 270 (1) of the Companies (Victoria) Code report as follows:-

(a) Directors in office as at the date of this report are -

Mr. F.D. Hanrahan	Mr. A.V. Bradley
Mr. L.B. Doull	Mr. S.J. Butler
Mr. P.P. Winspur	Mr. C.O. Duncan
Mr. R.C. Gilbert	Mr. G.J. Jordan
Mrs. C.D. Dean	Mr. P. McDonald
	Mr. A.J. Mitchell

(b) The principal activity of the Company in the course of the financial year was 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 year under review was \$7321.

(d) The following amount was transferred to reserves or provisions during the financial year -

Provision for Depreciation	\$2526
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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 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 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.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1983

ANNUAL REPORT OF THE DIRECTORS (Cont'd)

- (m) At the date of this report the Directors are not aware of any circumstances not otherwise dealt with in the report or the accounts which would render any amount stated in the accounts misleading.
- (n) The results of the Company's operations during the financial year were not, in the opinion of the Directors, substantially affected by any item, transaction or event of a material and unusual nature.
- (o) In the interval between the end of the financial year and the date of this report no item, transaction or event of a material and unusual nature has arisen which is likely, in the opinion of the Directors, to affect substantially the results of the Company's operations for the next succeeding financial year.
- (p) No options have been granted by the Company over its shares nor are any options outstanding.
- (q) No Director, since the end of the previous financial year, has received or has become entitled to receive a benefit by reason of a contract made by the Company or a related Corporation with the Director or with a firm of which he is a member or with a Company in which he has a substantial financial interest.

This report is made by authority of a resolution of the Directors and signed on behalf of the Board by:-

R.G. Gilbert
Director

C.D. Dean
Director

Dated at Ballarat this 9th day of September, 1983

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1983

STATEMENT BY THE DIRECTORS

We, Richard Charles Gilbert and Carolyn Denise Dean, being two of the Directors of the above Company hereby state in accordance with a resolution of the Board of Directors that in the opinion of the Directors:-

- (a) the accompanying Income and Expenditure Account is drawn up so as to give a true and fair view of the Surplus of the Company for the Financial Year,
- (b) 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 end of the Financial Year; and
- (c) there are reasonable grounds to believe that the Company will be able to pay its debts as and when they fall due.

Dated at Ballarat this 9th day of September, 1983.

R.G. Gilbert
Director

C.D. Dean
Director

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, 1983.

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 LTD.

BALANCE SHEET AS AT 30TH JUNE, 1983

<u>1982</u>			
<u>\$</u>			
	<u>SOCIETY FUNDS</u>		
	<u>Accumulated Fund</u>		
22766	Balance brought forward 30th June, 1982		27746
4980	Plus Surplus for Year		<u>7321</u>
<u>\$27746</u>			<u>\$35067</u>
=====			=====
	<u>THESE FUNDS ARE REPRESENTED BY:-</u>		
	<u>Current Assets</u>		
20	Cash in Hand		20
	Australia & New Zealand Banking Group Ltd.		
7010	- Cheque Account		2070
-	- Term Deposit		4304
1869	Australia & New Zealand Banking Group Ltd.		2253
	R.E.S.I. Permanent Building Society		
60	- Current Account		250
<u>1200</u> 10159	- Term Deposit		<u>1200</u> 10097
934	Debtors - Trade	1139	
775	- Other & Prepayments	<u>555</u>	1694
851	Deposit		498
<u>3123</u>	Stock on Hand (at lower of cost or sale value)		<u>3065</u>
15842			15354
	<u>Less Current Liabilities</u>		
1041	Creditors		711
1800	B.T.P.S. Co-operative Ltd. (Payable within 12 Months)	2000	
-	Members Loans (Payable within 12 Months)	<u>8400</u>	
2841			<u>11111</u>
13001			4243
	<u>Plus Non Current Assets</u>		
	<u>Fixed Tangible</u>		
94064	Tram Depot & Trackwork (at cost) 94778		
(54862)	Less Victorian Government Grant 54862	39916	
(8422)	Provision for Depreciation	<u>10400</u>	29516
2345	Electrical & Overhead Equipment (at cost)	3100	
(1864)	Less Provision for Depreciation	<u>2150</u>	950
2684	Trams (at cost)	2684	
(776)	Less Provision for Depreciation	<u>911</u>	1773
849	Other Equipment	1072	
(519)	Less Provision for Depreciation	<u>606</u>	466
200	Motor Vehicle (at cost)	600	
(74)	Less Provision for Depreciation	<u>114</u>	486
-	Tram Restoration (at cost)		<u>5451</u>
33625			38642
	<u>Investment</u>		
80	Shares (B.T.P.S. Co-operative Ltd.)		
	(800 \$1 shares paid to 10 cents each)		<u>80</u>
33705			38722
46706			42965
	<u>Less Non Current Liabilities</u>		
9160	B.T.P.S. Co-operative Ltd. (Payable after 12 Months)	7898	
9800	Members Loans (Payable after 12 Months)	<u>-</u>	
18960			<u>7898</u>
<u>\$27746</u>			<u>\$35067</u>
=====			=====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1983

<u>1982</u>			
<u> \$</u>			
	<u>Income</u>		
1168	Members Subscriptions		1250
39	Donations - General		54
3411	- Museum		3987
105	- Tram No. 11		78
365	Interest Received		1096
807	Special Effort		-
30	Sundry Income		6
(1254)	(Deficit) Surplus from Tram Car Operations (see attached statement)		92
<u> 3354</u>	Surplus from Sales Department (see attached statement)		<u>2933</u>
<u>8025</u>			<u>9496</u>
	<u>Less Expenditure</u>		
	<u>Administrative</u>		
903	Telephone & Postage	832	
886	Printing & Stationery	757	
249	Advertising	415	
54	Insurance	-	
18	Bank Charges, State & Federal Duty	46	
600	Legal Fees	-	
61	General Expenses	65	
-	Depreciation of Office Equipment	23	
<u> 2771</u>			<u>2138</u>
	<u>Other Expenses</u>		
161	Subscriptions	37	
<u> 113</u>	Anniversary Expenses	-	
<u> 274</u>			<u> 37</u>
<u> 3045</u>			<u> 2175</u>
<u>\$4980</u>	<u>Surplus for Year</u>		<u>\$7321</u>
====			====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

TRAM CAR OPERATIONS INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1983

<u>1982</u>		
\$		
	<u>Income</u>	
7930	Fares	7958
530	Advertising	360
1222	Melbourne Pageant	600
892	Rent Received	265
-	Sundry Income	32
<u>10574</u>		<u>9215</u>
	<u>Less Expenditure</u>	
2212	Repairs & Maintenance - Tram Cars	139
(4)	- Trackwork	73
241	- Equipment	236
138	Motor Vehicle Expenses	277
(30)	Driver Training & Uniforms	(20)
2135	Interest Paid	2202
1813	Hire of Equipment	430
1311	Electricity	1368
1231	Insurance	1643
220	Tickets	220
182	Rent Paid	52
1941	Depreciation - Tram Depot & Trackwork	1978
235	- Electrical & Overhead Equipment	286
135	- Trams	135
38	- Other Equipment	64
30	- Motor Vehicles	40
<u>11828</u>		<u>9123</u>
(\$1254)	<u>(Deficit) Surplus for Year</u>	<u>\$92</u>
=====		=====

SALES DEPARTMENT INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1983

<u>12242</u>	<u>Sales</u>		8161
	<u>Less Cost of Goods Sold</u>		
2950	Stock on Hand 30/6/82	3123	
8999	Purchases	5095	
11949		8218	
3123	Less Stock on Hand 30/6/83	3065	
<u>8826</u>			<u>5153</u>
3416	<u>Gross Profit</u>		3008
62	Less Sundry Expenses		75
<u>\$3354</u>	<u>Surplus for Year</u>		<u>\$2933</u>
=====			=====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1983

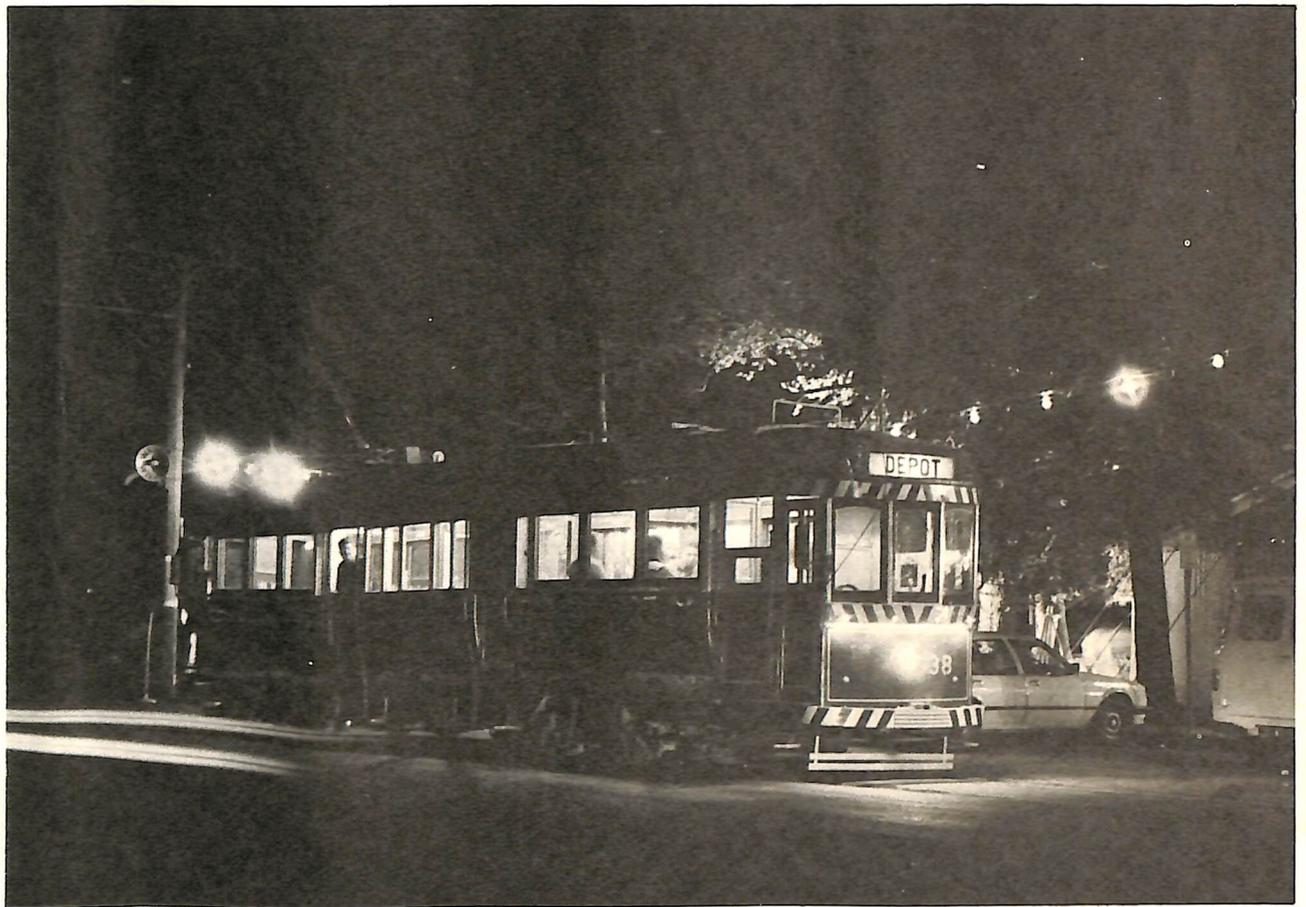
<u>1982</u>			
<u> \$</u>			
	<u>Income</u>		
1168	Members Subscriptions		1250
39	Donations - General		54
3411	- Museum		3987
105	- Tram No. 11		78
365	Interest Received		1096
807	Special Effort		-
30	Sundry Income		6
(1254)	(Deficit) Surplus from Tram Car Operations (see attached statement)		92
<u>3354</u>	Surplus from Sales Department (see attached statement)		<u>2933</u>
<u>8025</u>			<u>9496</u>
	<u>Less Expenditure</u>		
	<u>Administrative</u>		
903	Telephone & Postage	832	
886	Printing & Stationery	757	
249	Advertising	415	
54	Insurance	-	
18	Bank Charges, State & Federal Duty	46	
600	Legal Fees	-	
61	General Expenses	65	
-	Depreciation of Office Equipment	<u>23</u>	
<u>2771</u>			2138
	<u>Other Expenses</u>		
161	Subscriptions	37	
<u>113</u>	Anniversary Expenses	<u>-</u>	
<u>274</u>			<u>37</u>
<u>3045</u>			<u>2175</u>
<u>\$4980</u>	<u>Surplus for Year</u>		<u>\$7321</u>
<u>====</u>			<u>====</u>



Bill Scott

The popular Begonia Festival, with its street parade and Carnival, brings us sufficient patronage to allow for night running. The fact that we are all tram fans too has a bit to do with this arrangement taking place

Bill Scott



Members enjoying
afternoon tea aboard
tram 38 after the 1982
Annual General Meeting

Bill Scott



Tram 14 bobs along the
flooded roadway at the
site of our present
St Aidens Drive terminus
during the winter of 1963

Photo courtesy
THE BALLARAT COURIER