

BALLARAT TRAMWAY
PRESERVATION SOCIETY
LIMITED

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



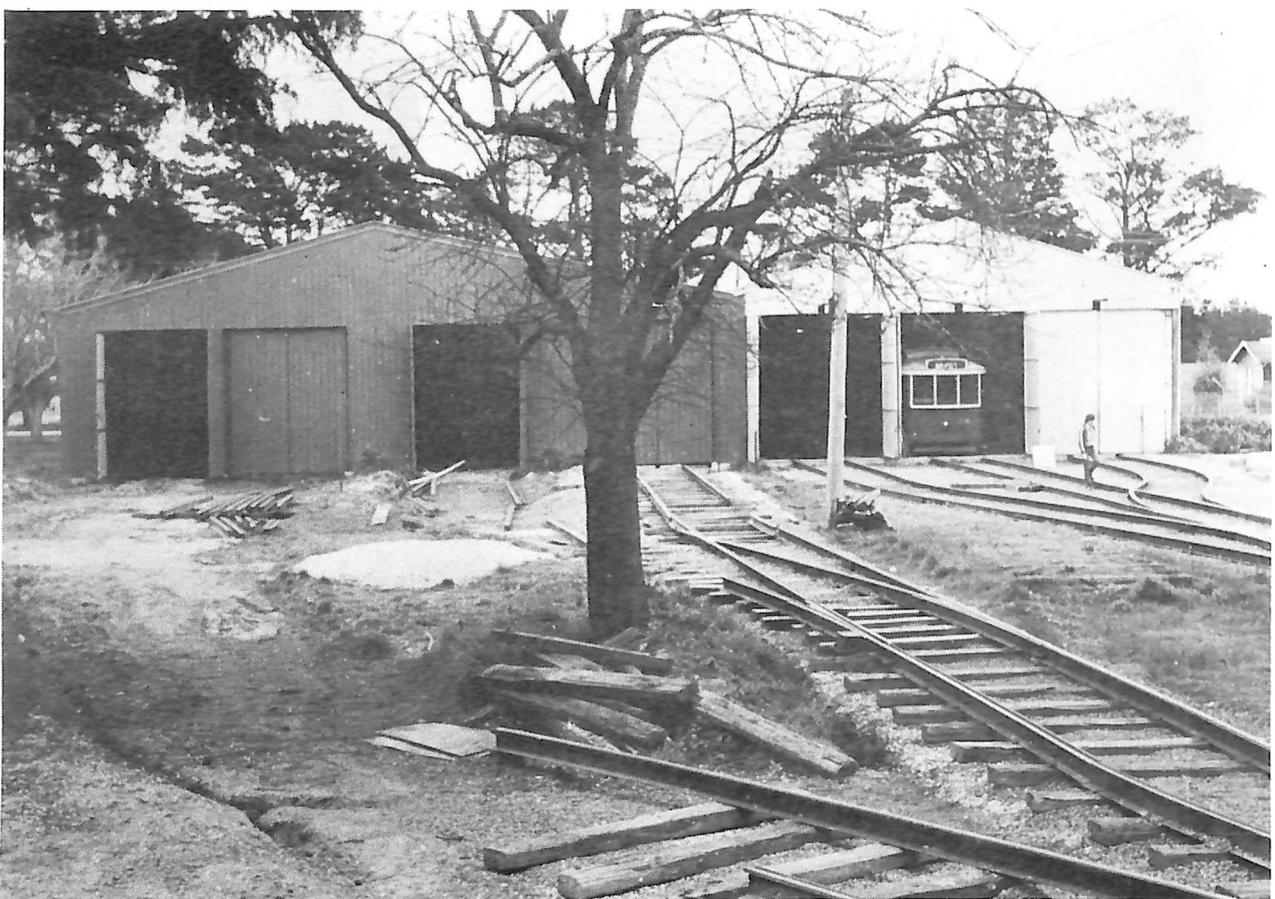
WAITING TO ROLL. W3 661 looks out onto the track it will soon roll over to enter service

ANNUAL REPORT
AND
FINANCIAL STATEMENT
1979-1980



No. 40, W4 671 and W3 661 rest quietly in our depot extension

The completed depot extension with the track-work under construction



BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED

ANNUAL REPORT AND FINANCIAL STATEMENT

1979-1980

Dear Member,

Your Board has pleasure in presenting this Seventh Annual Report of the Ballarat Tramway Preservation Society Limited for the year ended 30 June 1980.

The main items for the year under review were the completion of the Depot extension to lock-up stage and being used for storage of some of our off-site trams; The Melbourne Pageant on the Australia Day Holiday in Melbourne and closure of our off-site storage depot at Sebastopol.

Alan Beel, the new contractor started on site in the third week of August and the depot was completed to lock-up stage on 21 November. Since then he has continued on with the internal bracing of the depots and the installation of the overhead wire supports over the four roads.

The Melbourne Pageant was again held this year and the Society sent No. 40 to participate in the Vintage tram service along Flinders Street and Wellington Parade with the Bendigo Trust's No. 19, TMSV's S 164 and MMTB's X2 676 and V 214 toast-rack. No. 40 performed quite well except for about an hour out of service due to a "hot box" problem. No. 40 was taken to Melbourne on 29 November and we also moved 11 and 14 from Sebastopol to our Gardens Depot. The Society would like to sincerely thank the Preston Workshops Management and Workers for their interest in and work done on 40, particularly the changing over of the driving wheels for the spare set from Bungaree. This means that we shall have no worries for many years as regards the wearing of treads and everybody who has seen the tramcar and the new and old wheels really appreciates just what has been done on 40. On 15 February 40 returned to our Depot as well as the arrival of our MMTB Tower Truck (ex MMTB No. 14).

Our off-site depot at Sebastopol was finally emptied of trams when the W3 and W4 were transferred to our Gardens Depot and placed on the Long Pit Road in the new extension on Friday 11 April. Over the next few weeks all the other bits and pieces were cleared out and this is now saving the Society quite a bit in rental not being paid out, and we must thank the owners of the Sebastopol Depot for offering the area to the Society at such a nominal rent which has never been raised whilst we were there.

The other continuing saga has been the rewinding of 38's armature. This finally came to a conclusion when the motor was re-assembled and the motor placed back into 38's bogie on 22 December. The tramcar was successfully run just after Christmas.

Once again we are pleased to report no major accidents on our Tramway or around the Depot. This shows just how conscious our members are towards safety first that the Society has not yet had any major injury or accident since our beginning. Again only a few minor derailments on the tramway - the worse being when 40 split the points at the Depot Junction on the day of our Annual General Meeting.

In connection with constructing the Depot Fan for the new Depot members spent the week-end of 27-28 October laying the access points into the track across the park and the track from here has slowly crept up towards the bit of track outside the Long Pit Road where the two W cars were unloaded. The other dramatic change in the appearance in front of the Depot was performed on 29 March when the "ski-jump" open pit was dismantled to make way for the new access track and the points removed out of 3 Road and turned around 180° to be installed as the turnout between the two pit roads in the new shed.

Your 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. Regrettably your Board had to accept the resignation of Barry McCandlish on 13 June due to personal reasons.

Your Board this year was:

President:

Frank Hanrahan

Ballarat Vice-President:

Len Doull

Melbourne Vice-President:

Bill Jessup

Treasurer:

Carolyn Dean

Secretary:

Geoffrey Dean

Board Members:

Campbell Duncan

Richard Gilbert

Andrew Hall

Barry McCandlish

Geoff. Hanrahan

Peter Winspur

GENERAL MANAGER'S REPORT

The past year has been one of further achievement for the Society, but at a slow pace. The Depot extension was completed to lock-up stage and much equipment moved into it. As a result of good planning the most use was made of the hired crane and road truck transporting No. 40 to Melbourne. On the same day as 40 left two of our trams from Sebastopol were moved to our lakeside depot. This avoided undue cost and the Sebastopol has now been vacated, saving the Society an amount in rental payments. Good work by our volunteers saw the construction of a track from the back of the short pit to the rear of the new building and out the back to receive 40 upon its return from Melbourne. Unfortunately 40 is now marooned on this island of track, however track construction currently underway should allow this tramcar back onto our main line by Christmas. During its sojourn in Melbourne No. 40 received attentive and essential maintenance from the Melbourne and Metropolitan Tramways Board. It had our good quality "spare wheels" machined and placed under it and new bearings fitted. I sincerely thank the staff at the Preston Workshops under the leadership of John Scholtz and Bruce Douglas for their excellent work.

On terminating our lease at Sebastopol some work parties were conducted to remove rails, sleepers and the voluminous stores we had deposited there. Currently in our depot we now have the following tramcars: Old Depot - single truck cars 26, 11, 28, 14, 27, 33 and maximum traction car 38; New Depot - W3 661, W4 671 and maximum traction car 40. Also Geoff. Cargeeg is currently storing an old 'bus and tow truck in our Depot, for which the Society is earning rent.

A major acquisition during the year was a Tower Truck purchased from the MMTB and already this has made working on the overhead wiring a much easier task. This vehicle is also housed in the Depot. In all we have a varied collection here now! Our contractor, Mr Beel, has completed our Depot to lock-up stage and I thank him for his excellent work. Internal fittings to take overhead wiring and the fastening of the rails over the short pit are the only outstanding tasks to be completed.

Outside the depot, work has been progressing steadily but slowly on track construction. Without the absolute continued and diligent work by Dave Macartney the track, I feel, would not have proceeded far at all. Dave has been assisted over the year by other members, but the main ones, Paul McDonald, Lindsay Rickard, Rolph Jinks and Andrew Hall have materially given us what we can see to-day. As an old track construction person of many years I can appreciate their work. Within the Depot the Museum display has been up-dated and placed in tram 11. Graham Jordan suggested using the "Used Tickets" container as a donation box for 11's restoration and response from the public has been pleasantly surprising. David Frost prepared some posters for display in both 11 and our other tramcars depicting the restoration needed on 11 and inviting people to donate. David has done a number of posters for our trams and these are most appreciated. Our Sales Branch has kept us stocked with souvenir items and if one looks at our financial statement you will see what an important contribution the Sales Branch makes to our Society. In our regular mailouts of the news-sheet "Fares Please" we introduced a page of reproduced press cuttings of tramway and railway news. This we feel is of interest to all members, but particularly to those who live at a distance from Ballarat that they cannot attend. In a way we feel, by giving this added bonus in the mailout, that we are giving a little more than just our own news in return for our distant membership support.

Conversion work on 26, to return it to its former glory of a single truck tram with open cross-bench ends in red and cream, is proceeding and I feel this will give us much more ridership during the summer time and Begonia Festival. Patronage does not increase each year and the Board feels that familiarity of the same old trams is a factor in this; hence the work to convert 26. It is intended to paint W3 661 in chocolate and cream trim to break the monotony of the green and cream trams we all know. At the same time, bearing in mind our responsibility to our members, 661 will run in its present colours for three months from a date to be announced to allow interested people to take photographs. A few changes in colour schemes and tramcar design we feel is a direct way we must attempt to attract passengers. Our Tramcar Maintenance team continues to work on our fleet keeping it roadworthy. They work under great difficulty in our old depot, but with the new shed almost connected to our operating trackage, their task will be easier with proper facilities and pits.

Warren Doubleday, normally resident near Darwin, has visited us twice this year and each time has performed amazing tasks of construction either in the new depot or maintaining the Society's telephone and signalling systems. Len Doull, Ballarat Vice-President, has been the leading force in negotiations with the Ballarat City Council and the Depot contractor, Mr Beel. Both Warren and Len have worked admirably and I thank them. I wish to also thank our

honorary Auditor, Robert Paroissien, for his hard and thorough work. Robert not only audits our books, but as a tramway enthusiast offers responsible comment on monthly financial affairs within our Society and I thank him for his particular interest in this field.

The coming year will see the track connected to our depot extension and the overhead wiring erected. We will be able to place trams over our inspection pits and work areas to perform those essential maintenance tasks that we claimed in all our submissions for the Depot extension.

John Phillips deserves special mention for his assistance in the pictorial production of this Annual Report.

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 spare 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 Depot may now be at the lock-up stage, but a lot more work by our volunteer labour has yet to be done. The amount of physical effort provided by Society members has gradually fallen off gradually over the years, but we cannot let this continue to happen. As a volunteer group maintaining and operating an important historical and educational attraction, not only for Ballarat, but overall Australian tourism, I urge all members where possible to give the Society a physical helping hand this year. We really would like to see you at our tramway. There will be trackwork and general ground work available and we are always looking for members to become tram Conductors and Drivers - please ask!

Richard Gilbert,
General Manager.

TRAFFIC BRANCH REPORT

The Branch has continued to operate to its high standard over the year. This Branch is our front line to the public - the first contact the public has with our Society and it is this meeting that gives the public its opinion of our project. Gavin Young has, as in the past, done a fine job in producing the monthly Traffic Staff Roster and Peter Winspur has continued his task as Driver Training Officer.

At the suggestion of Peter Hill the Tramway was run every Wednesday during April and May and tallies of passengers carried were encouraging. Peter will be operating on Wednesdays and Thursdays during latter half of 1980 to gauge a better idea of the potential of weekly operations. Carolyn Dean has played her part as uniforms officer during the year and all our staff realise the importance of a neat appearance before the public.

A number of charters were held during the year and groups comprised mainly of school excursions and railway enthusiasts. The Melbourne Pageant Cavalcade of Transport held in Melbourne was a highlight of the year. Our Traffic Branch staff presented a good image in crewing No. 40 and conducting on MMTB Trancar X2 676, and complimentary remarks about our staff were heard being made by MMTB officers.

The year has been pleasing in its results for the Traffic Branch and I thank those people mentioned above and all those members of the Traffic Branch who have given their untiring help.

Richard Gilbert,
Traffic Manager.

TRAFFIC FIGURES

	Days run	km run	Passengers carried	Av. Pass. per km	Av. Pass. per day	Av. km per day
July	9	221	277	1.3	31	25
August	14	411	1210	2.9	86	29
September	15	619	1285	2.1	86	41
October	9	304	654	2.2	73	34
November	11	387	981	2.5	89	35
December	16	681	1386	2.0	87	43
January	30	1357 +	3923	2.9	131	45
February	8	354	663	1.9	83	44
March	15	793	2724	3.4	182	53
April	17	687	1977	2.9	116	40

May	24	876	1998	2.3	83	37
June	10	317	533	1.7	53	32
Totals	178	7007 +	17611	2.5	99	39
Overall Total	938	49335 +x	134443	2.7	143	53
Previous Year	167	7532 x	18477	2.5	111	45

+ Plus 56 km run in Melbourne on 28 January 1980 by No. 40.

x Plus 56 km run in Melbourne on 29 January 1979 by No. 14. Total 112 km.

Passenger Loadings:

50¢ 7731 30¢ 7562 20¢ 418 Check, No Value 1900 Total 17611 All Day 23

Total 1978-1979 18477 - down 866.

The introduction of altered running arrangements during quiet periods has managed to keep the passengers per kilometre figure steady, despite a fall in patronage. For the first time, the number of adults carried exceeded the number of children. In January 1980 we had six trams running - a record - when No. 40 ran in Melbourne, 14, 27, 28, 33 and 38 were available for traffic in Ballarat.

PROJECT ENGINEER'S REPORT

Following determination of the original building contract, the Society invited tenders closing 23 May 1979 for the supply, fabrication and erection of structural steelwork to finish the new Depot extension.

On 6 June 1979 the Society accepted (from four tenders received) the tender of A. M. and R. M. Beel of Beaufort, for \$10,031.00.

With an easing of funds and realising the need to clad the new Depot quickly, the Society invited tenders closing 9 August 1979 for the attachment of wall cladding and roofing. The Society had earlier purchased the wall sheeting and roofing separately from Elders.

On 25 August 1979 the Society (from five tenders received) accepted the tender of \$3,162.00 which was also submitted by A. M. and R. M. Beel. This proved convenient to the Society for with one Contractor it could co-ordinate both steelwork and cladding contracts.

With delays in the supply of steel and the wet weather it was not until 21 August 1979 that contractor Beel erected any steelwork; but, following so many months of inactivity on the project it was heartening to see work underway once more. On 18 October 1979 the new Depot received its roof with the wall cladding following shortly after. Finally, on 7 August 1980 the building had reached practical completion.

I pay tribute to the high quality of the workmanship and the patience of the contractor, Mr Alan Beel, especially when one considers the very difficult job he had when finishing the Depot after the previous contractor.

L. B. Doull, Dip CE MBE CE

ENGINEERING BRANCH CO-ORDINATOR'S REPORT

At the outset I must recognise the achievements of former Engineering Manager, Bill Kingsley, who, due to ill health, had to give up that office. Although there are many examples of Bill's dedication and application to this Society I name but a few: the successful submission to the City Council about the new Depot extension, the linking of the access track to Wendouree Parade, planning of the new Depot fan, indexation of Historical SEC records and his untiring efforts for CoTMA. Thank you, Bill.

For the most outstanding aspect of the year's work there must surely be just one answer: the opening of the new Depot extension. The large storage area, the long pits, natural lighting, rear door access and the good working conditions makemake the Depot an excellent asset. And isn't it a grand sight to see the trams inside? We indeed owe Warren Doubleday a debt of gratitude for his excellent planning and design.

We are making progress with the new Depot fan, particularly 4 Road, and its completion is eagerly awaited for it is vital for tramcar maintenance. Dave Macartney toils with the trackwork together with his helpers, Stephen Butler, Paul McDonald, Andrew Hall and Andrew Mitchell. Working on the track lacks glamour, yet it is so

essential. On Wendouree Parade between St Aidan's Drive and the Lake Lodge I hope the City Council will, this summer, asphalt the surface between the rails. Not only is this asphalt required for pavement waterproofing, but it is needed for the safety of pedestrians, picnickers and the ubiquitous jogger.

This year the Society bought a tower truck from the MMTB. Peter Winspur does a first class job with the overhead; however, with this truck not only is the overhead more accessible, but it can be strengthened with increased safety.

I am pleased to report the good performance of our electrical equipment due in no small way to the skill of our President, Frank Hanrahan. When the pits flooded recently following a severe storm we were released from further problems through the installation of an efficient pumping system by Frank.

Our thanks are also due to Mr Gerry O'Brien of the Department of State Development, Mr Bill Llewellyn of the SEC, the Ballarat City Council and its officers for their valuable assistance and encouragement with the Tramway.

Finally, in looking to the future, we have a works programme which covers just about everything: Museum, new Depot Fan, tramcar restoration, overhead wiring, toilets and Depot landscaping. Our set task is considerable, but in taking cognizance of our past record, we have the confidence and determination to succeed.

L. B. Doull, Dip CE MBS CE

TRAMCAR MAINTENANCE AND RESTORATION BRANCH

The year has seen great achievement by the Branch team. The first great achievement for the year was on 26 December when, five years to the day it became defective, 38 once again carried passengers. This tramcar still sees only limited service though as it has similar problems as 40 had before its repairs by the MMTB.

The second achievement for the year was the rebuilding of 40's trucks by the MMTB whilst the tramcar was in Melbourne for the transport Cavalcade. The MMTB sent a team up to Ballarat headed by the Deputy Workshops Manager, Mr John Scholtz and Mr Bruce Douglas, Truck Shop Foreman. Many thanks go to John and Bruce and the many other employees of the Board who have put 40 into the state of being the finest maximum traction tramcar in Australia. 40 will once again be operational when the new Depot is connected to the old Depot track.

No. 14 returned to service when 40 left for Melbourne and it, with 33, have provided the back-bone of the fleet for the bulk of the year. The works on the compressor by the MMTB have certainly paid dividends as 14 has run the most during the year since it returned to service.

Work has started on 26 for its conversion to a California Combination car and this work is progressing satisfactorily. But there are still a lot of man-hours yet to be put into 26 before it appears on the "Parade".

W3 661 was "lit up" at the end of June, but was found to have some faults that will be need repairing in the air braking system before it can enter service.

W4 671 has not yet been tested, but hopefully it will be shortly.

No. 27 is still performing as reliably as ever and 33 has been running well, although it is out of service at the close of the year due to a minor derailment and a damaged motor suspension bearing.

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 Commencement of conversion to California Combination car. (Removal of sides from drop ends and cross-bench seating will be installed)
- 27 No major works.
- 28 Floor repainted.
- 33 No major works.
- 38 Motor re-installed.
- 40 Complete truck re-build by MMTB and minor re-build to No. 1 end Driver's Cab.
- 661 Roof repaint underway and minor body repairs.
- 671 No major works.

The Branch staff for the year consisted of: Chairman, R. Prentice; Manager Maintenance, A. Hall; Assistant Manager Maintenance, G. Jordan; Fitters and Mechanics, R. Jinks and W. Doubleday; General Assistants, S. Butler, A. Mitchell; Manager Restoration, D. Macartney; Assistants, P. McDonald and G. Hanrahan.

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

A. Hall.

Tramcar Statistics:

Tram No.	Days Run	Hours Run	km Run	Progressive Totals		
				Days Run	Hours Run	km Run
14	54	226.28	1703	278	1245.29	10950 ^x
26	Nil	Nil	Nil	231	1083.54	10104
27	62	246.11	1716	378	1744.06	15168
28	41	177.02	1347	132	551.22	4438
33	65	242.52	1859	102	392.29	3120
38	17	37.51	252	19	44.06	304
40	10	<u>25.47</u>	<u>186</u>	179	<u>640.27</u>	<u>8363</u> ⁺
Totals		959.11	7063		5701.53	49447
Previous Year		940.05	7588 ^x			

^x Includes 56 km run in Melbourne on 29 January 1979

⁺ Includes 56 km run in Melbourne on 28 January 1980

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

SALES BRANCH

The Branch has played an increasingly important role in Society finances during the past year. Income has increased in a spectacular fashion, exceeding, for the first time, revenue from fares.

An increasingly wide variety of enamel badges have been sold, produced by the Society in many cases, these have been immensely popular. Z3, V 214 vintage tram, AEC $\frac{1}{2}$ -cab buses and Y class diesel are all new badges produced since the last Annual Report.

The usual variety of other items have been stocked and these have continued to sell well. Over the past two years emphasis on sales on the trams has lessened in favour of sales in the Museum and "off-site".

Bankcard was introduced as a facility in the past year, but has not taken off as members appear to prefer cash payments. Bankcard will be retained in the hope that it will be used increasingly in the future by the public following the opening of the new Depot and Museum display.

Highlight of the Branch's activities was the tremendous success of the Australia Day Pageant in the Fitzroy Gardens. Up to \$200.00 per hour was collected in retail sales.

Staff associated with the Branch have also been involved in promoting paid advertising on our trams and it is pleasing to note the steady increase in revenue from this source.

The money raised from the Sales surplus is contributing in a valuable way to the continuing success of the Society. My thanks go to G. Young, C. Dean, G. Dean, G. Jordan, A. Hall, S. Lodington, C. Jacobson, P. Winspur, R. Gilbert, our MMTB distributors and numerous other members who have made the Sales Branch's operations such an outstanding success during the past year.

Bill Jessup,
Sales Officer.

CoTMA REPORT

At the end of the year CoTMA held its bi-ennial Conference in Brisbane, Queensland. Many items were discussed and our representatives were Graham Jordan and Andrew Hall. The next Conference will be held in Melbourne with the TMSV as hosts and will probably be held over the Australia Day holiday week-end in 1982.

AUDITORS REPORT TO MEMBERS OF
BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

1. In my opinion the attached Income and Expenditure Account and Balance Sheet give a true and fair view of the state of the Society's affairs at 30th June, 1979 and of the surplus for the year ended on that date. An amount of \$15339 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
12th September, 1980.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1980

ANNUAL REPORT OF THE DIRECTORS

Your Directors submit herewith the financial statements of the Company for the year ended 30th June, 1980 and in accordance with Section 162A of the Companies Act 1961 report as follows:-

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

Mr. F.D. Hanrahan	Mr. C. Duncan
Mr. L.B. Doull	Mr. R.C. Gilbert
Mr. C.W. Jessup	Mr. A. Hall
Mr. G.D. Dean	Mr. G. Hanrahan
Mrs. C.D. Dean	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 \$1578.

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

Provision for Depreciation	\$1930
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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 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.

(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, 1980

ANNUAL REPORT OF THE DIRECTORS (CONT'D)

- (n) An amount of \$15339 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 -

G.D. Dean
Director

R.C. Gilbert
Director

Dated at Ballarat this 12th day of September, 1980.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1980

STATEMENT BY DIRECTORS

We, Geoffrey David Dean and Richard Charles Gilbert, being two of the Directors of the Ballarat Tramway Preservation Society Ltd. do hereby state in accordance with a resolution of the Board of Directors that in the opinion of the Directors the accompanying Income and Expenditure Account is drawn up so as to give a true and fair view of the results of the business of the Company for the year ended 30th June, 1980 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, 1980.

Dated at Ballarat this 12th day of September, 1980

G.D. Dean
Director

R.C. Gilbert
Director

STATEMENT PURSUANT TO SECTION 162(12)

OF THE COMPANIES ACT 1961

I, Carolyn Denise Dean, being the person in charge of the preparation of the accompanying accounts of the Ballarat Tramway Preservation Society Ltd., for the year ended 30th June, 1980 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 12th day of September, 1980.

C.D. Dean

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

BALANCE SHEET AS AT 30TH JUNE, 1980

1979

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SOCIETY FUNDS

Accumulated Fund

13113	Balance brought forward 30th June, 1979		45758
3122	Plus Surplus for Year		1578
29523	Grant Victorian Government		15339
<u>45758</u>			<u>62675</u>
-	Less Grant - Victorian Government Transferred to cost of Tram Depot		<u>44862</u>
<u>\$45758</u>			<u>\$17813</u>
=====			=====

THESE FUNDS ARE REPRESENTED BY:-

Current Assets

20	Cash on Hand		20
4390	Australia & New Zealand Banking Group Ltd.		3965
659	Australia & New Zealand Savings Bank Ltd.		1009
-	Eastern Suburbs Permanent Building Society		1648
653	Debtors - Trade	938	
1351	- Other & Prepayments	<u>1175</u>	2113
2117	Deposit		1762
<u>1134</u>	Stock on Hand (at lower of cost or sale value)		<u>2452</u>
<u>10324</u>			<u>12969</u>
	<u>Less Current Liabilities</u>		
4474	Creditors		4914
<u>1300</u>	B.T.P.S. Co-operative Ltd. (Payable within 12 months)		<u>1500</u>
5774			<u>6414</u>
<u>4550</u>			<u>6555</u>

Plus Non Current Assets

Fixed Tangible

58739	Tram Depot & Trackwork (at cost)	74160	
-	Less State Government Grant	<u>44862</u>	29298
(3326)	Provision for Depreciation		<u>4789</u> 24509
2345	Electrical & Overhead Equipment (at cost)		2345
(1159)	Less Provision for Depreciation		<u>1394</u> 951
2684	Trams (at cost)		<u>2684</u>
(371)	Less Provision for Depreciation		506 2178
649	Other Equipment (at cost)		<u>649</u>
(346)	Less Provision for Depreciation		429 220
-	Motor Vehicle (at cost)		<u>200</u>
-	Less Provision for Depreciation		<u>14</u> 186
<u>59215</u>			<u>28044</u>
	<u>Investment</u>		
80	Shares - (B.T.P.S. Co-operative Ltd.) (800 \$1 Shares paid to 10 cents each)		<u>80</u>
<u>59295</u>			<u>28124</u>
<u>63845</u>			<u>34679</u>

Less Non Current Liabilities

9074	B.T.P.S. Co-operative Ltd. (Payable after 12 months)		7316
<u>9013</u>	Members Loans		<u>9550</u>
<u>18087</u>			<u>16866</u>
<u>\$45758</u>			<u>\$17813</u>
=====			=====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1980

<u>1979</u>		
<u>\$</u>		
<u>INCOME</u>		
926	Members Subscriptions	1183
80	Donations - General	101
1110	- Museum	825
228	Interest Received	398
497	Surplus (Deficit) from Tram Car Operations (see attached statement)	(1918)
2506	Surplus from Sales Department (see attached statement)	3587
11	Film Night	-
<u>5358</u>		<u>4176</u>
<u>Less EXPENDITURE</u>		
<u>Administrative</u>		
707	Telephone & Postage	627
1100	Printing & Stationery	646
180	Advertising	296
32	Insurance	139
-	Room Rental	11
30	Audit Fee (B.T.P.S. Co-operative Ltd.)	-
20	Bank Charges	1
-	Legal Fees	700
10	General Expenses	28
<u>2079</u>		<u>2448</u>
<u>Other Expenses</u>		
157	Subscriptions	150
<u>2236</u>		<u>2598</u>
<u>\$3122</u>	<u>Surplus for Year</u>	<u>\$1578</u>
====		====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

TRAM CAR OPERATIONS INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1980

<u>1979</u>			
<u>\$</u>			
	<u>INCOME</u>		
7302	Fares		6955
625	Advertising		810
-	Melbourne Pageant		<u>396</u>
7927			8161
	<u>Less EXPENDITURE</u>		
	<u>Operating Expenses</u>		
889	Repairs & Maintenance - Tram Cars	1352	
77	- Trackwork	231	
94	- Equipment	706	
-	Motor Vehicle Expenses	202	
(3)	Driver Training & Uniforms	-	
1447	Interest Paid	1748	
128	Hire of Equipment	923	
895	Electricity	933	
998	Insurance	1366	
170	Tickets	176	
586	Rent	512	
5	Other Expenses	-	
1691	Depreciation - Tram Depot & Trackwork	1463	
235	- Electrical & Overhead Equipment	235	
135	- Trams	135	
83	- Other Equipment	83	
-	- Motor Vehicle	<u>14</u>	
7430			10079
\$497	<u>Surplus (Deficit) for Year</u>		<u>(\$1918)</u>
====			====

SALES DEPARTMENT INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1980

<u>1979</u>			
<u>\$</u>			
5923	<u>Sales</u>		9868
	<u>Less Cost of Goods Sold</u>		
628	Stock on Hand 30/6/79	1134	
3830	Purchases	<u>7537</u>	
4458		8671	
1134	Less Stock on Hand 30/6/80	<u>2452</u>	
3324			6219
2599	<u>Gross Profit</u>		3649
93	Less Sundry Expenses		<u>62</u>
\$2506	<u>Surplus for Year</u>		<u>\$3587</u>
====			====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.
NOTES TO AND FORMING PART OF THE ACCOUNTS

Note 1

Summary of Significant Policies

Set out hereunder are the significant accounting policies adopted by the Society in the preparation of the accounts for the year ended 30th June, 1979.

Unless otherwise stated, such accounting policies were also adopted in the preceeding 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 14 October 1979.

Meeting opened at 14.00 hours with the President in the Chair.

PRESENT: Mr D. Kennard representing the Ballarat Historical Park Association, A. Bradley, S. Butler, J. Chadwick, Mrs C. Dean, Mr G. Dean, L. Doull, C. Duncan, Cr M. Foo, Mrs M. Foo, Mr N. Forster, R. Gilbert, A. Hall, F. Hanrahan, Mrs K. Hanrahan, Mr G. Hanrahan, J. Hanrahan, J. Harvey, W. Jessup, A. Jinks, G. Jordan, W. Kingsley, Mrs N. Kierath, Mr J. Lodington, S. Lodington, B. McCandlish, D. Macartney, P. McDonald, . McLachlan, A. Mitchell, R. Prentice, G. Redman, W. Scott, I. Stanley, . Stevenson, P. Winspur, B. Wood, G. Young.

APOLOGIES: Recieved from Mr R. Belzer, Rev. A. Brehaut, Mr P. Bruce, C. Croft, G. Davey, W. Doubleday, Mrs M. Forster, Mr D. Frost, R. Henderson, G. Inglis, H. Jackson, Mrs I. Kingsley, Mr A. Marshall, G. Netherway, Mrs M. Nicholson, Mr P. Nicholson, J. Parker, A. Sell, W. Stoney, B. Walker, J. Wayman, J. Withers and Mrs M. Withers.
B. McCandlish/J. Chadwick: Apologies be accepted. Carried.

MINUTES: G. Netherway/J. Chadwick: Minutes of the 1977 Annual General Meeting be confirmed. Carried.

L. Doull/B. McCandlish: Minutes of the 1978 Annual General Meeting be confirmed as amended. The amendment being that the number of votes () being for Mr G. Jordan be noted. Carried.

ELECTION: S. Lodington was elected Returning Officer on the motion of C. Duncan and R. Gilbert with G. Young as scrutineer on the motion of R. Gilbert and C. Duncan Members cast their votes and the Returning Officer and Scrutineer retired to count them.

ANNUAL REPORT: Details of the Annual Report were briefly outlined. Mr Kennard asked what the Society was doing regarding the decline in passengers. It was explained that this was one of the reasons for the descision to convert 26 to an open end California Combination car with an old SEC maroon colour scheme. Also the idea of painting the W3 and W4 in old MMTB colour schemes was being considered. Mr Kennard suggested getting in touch with bus companies as well as a Mr Dobell of the Education Department for school charters. Chairman explained that the Society was distributing leaflets as well as obtaining publicity in newspapers and also the pros and cons of week-day operation were also being examined by the Board.

C. Duncan/B. McCandlish: The Annual Report for the year be accepted. Carried.

FINANCIAL STATEMENT: Treasurer commented on the year's accounts.

C. Dean/W. Scott: Financial Statement for the year be accepted. Carried.

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

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

W. Kingsley/J. Harvey: R. G. Paroissien be thanked for providing his services free of charge to the Society. Carried unanimously.

BRANCH REPORTS: The President thank the members for being in attendance and expressed the Board's disappointment at the delays to the Depot extension and pointed out that with the new contractor the extension should soon look a lot better and be completed quickly. Our successful participation in the Melbourne Pageant in Melbourne was quite an achievement for the Society and we are looking forward to participating in next year's Pageant. The conversion of 26 was proceeding slowly, but when finished would certainly present the Society with, we hope, a good revenue earner. The Saga of 38's motor was still continuing and hopefully this would be finalized this year. The President also thanked all the members for their support over the past year.

Traffic Branch: R. Gilbert reported on running of the tramway, the successful charters, which are on the increase; the use of old 5¢ tickets overprinted for use as 50¢ tickets to save considerably on printing costs.

Engineering Branch: W. Kingsley commented on the condition of the track, overhead, Sub-station, Depots and the new track fan for the new Depot. B. McCandlish asked if there would be a continuing problem of water in the pits after the new Depot is completed. Mr Kingsley expressed the hope that with the pits roofed over the water problem would cease.

Project Engineer: L. Doull outlined the problems with the building and with the previous contractor.

Tramcar Maintenance and Restoration Branch: General Manager, in the absence of A. Hall helping to re-rail 40, commented on the overhaul done on 14 and the present condition of 40.

W. Scott asked why 40 had been chosen to go to Melbourne to participate in the Melbourne Pageant. Explained that the tramcar required work to be done on it and that nobody else had taken a maximum traction car.

G. Redman asked why the Society had acquired an X1 tramcar. W. Kingsley explained that the X1 was a totally enclosed saloon car and would be ideal to operate as a winter car.

ELECTION: The Returning Officer and Scrutineer returned and the results of the election were announced as follows:

C. Duncan 45; R. Gilbert 53; A. Hall 48; G. Hanrahan 38; G. Jordan 25; W. Kingsley 19; B. McCandlish 42 and P. Winspur 51. Therefore G. Jordan was the unsuccessful candidate.

SALES BRANCH: C. Jessup briefly explained the great success the Society has had with the sale of enamel badges.

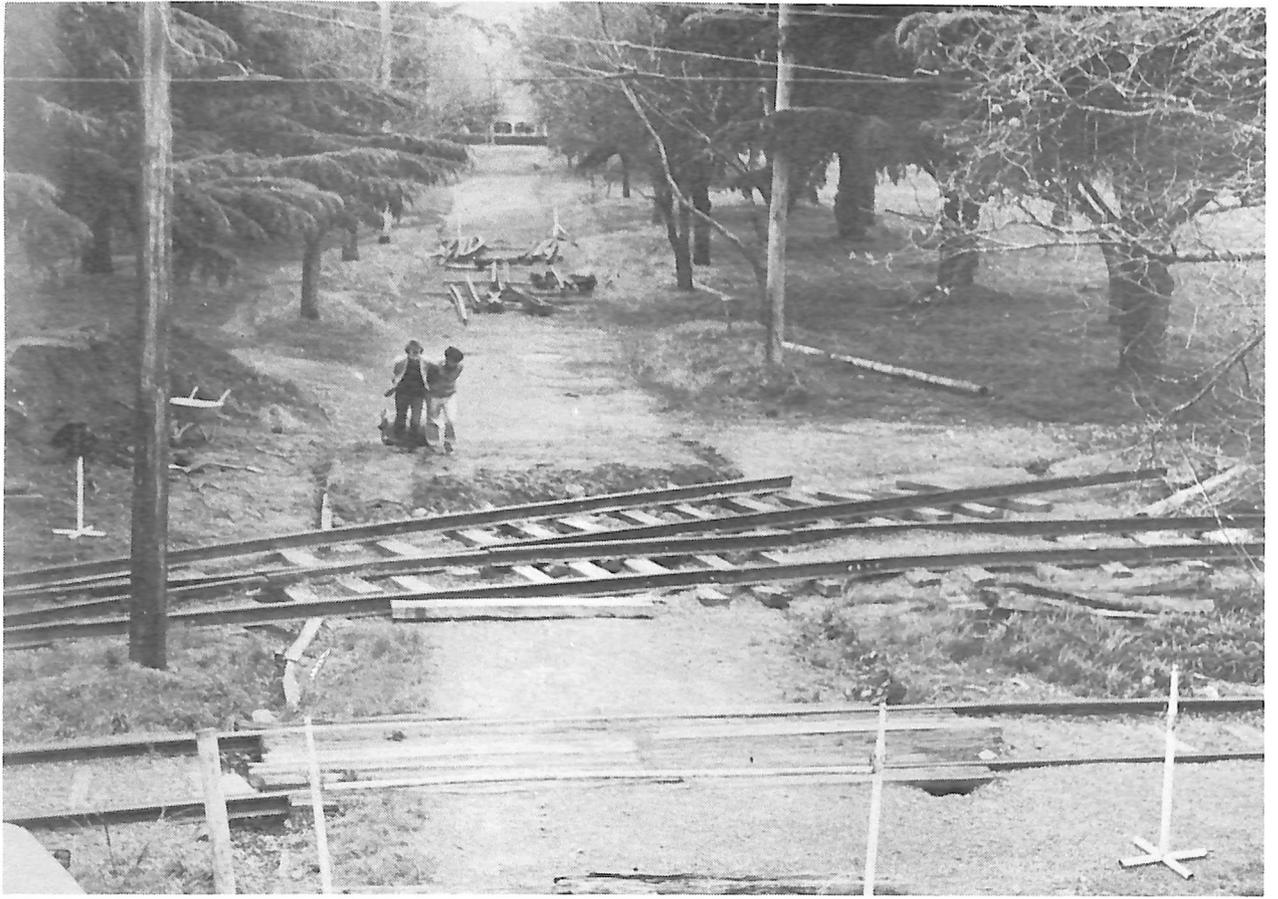
At this juncture the re-railing gang arrived back with 40 and were applauded for their efforts.

GENERAL BUSINESS: Notice of Motion for the next General Meeting.

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

Mrs Kierath/Mr D. Kennard: Thanks to the Board for their work during the past year and wishing the new Board well for the coming year. Carried.

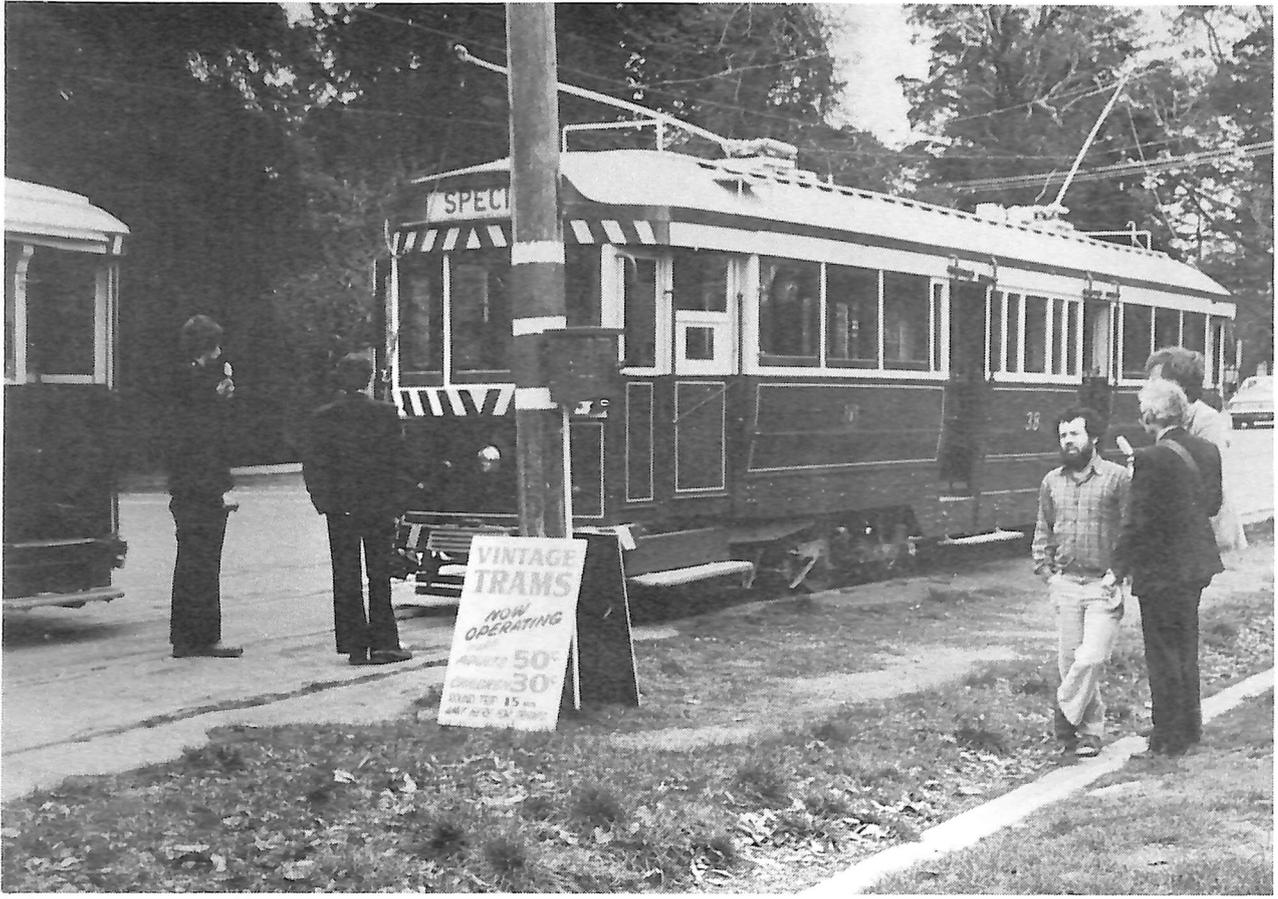
Meeting closed at 15.19 hours.



Our depot level crossing being extended to cater for the additional tracks

The Society's tower truck stands beside a visitor during a recent vintage car rally





Smoko at the Loop. Crews on passing trams chat with Society members during a brief pause in traffic

Gavin Young chats with Driver Gary Davey in front of No. 28, resplendant in its 1950's colour scheme

