



Annual Report 1983-84

Ballarat Tramway Preservation Society Limited



Trams 14, 38 and 661 pass at the Gardens Loop during the Begonia Festival.

(WILLIAM F. SCOTT)



The Board of Management 1983-84 — On ground, left to right: Paul McDonald, Carolyn Dean, Stephen Butler, Peter Winspur, Allan Bradley, Len Doull, Frank Hanrahan, Graham Jordan. On tram: Andrew Mitchell, Richard Gilbert, Campbell Duncan.

(JOHN PHILLIPS)

BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED

ANNUAL REPORT

1983 - 1984

Dear Member

Your Board has pleasure in presenting this eleventh Annual Report of the Ballarat Tramway Preservation Society Limited for the year ended 30th June, 1984.

We have continued to operate the tramway and the depot facility with all the enthusiasm and interest consistent with our past years. We are always seeking further areas in which to make our attraction known to the tourist market and from this year have decided to direct a lot of attention to the marketing, advertising and presentation of our attraction. Again our tram fleet has grown, this time with the addition of tram No. 13, the property of the Lake Goldsmith Steam Preservation Society which has loaned us this tram. Further trackwork was undertaken and commissioned at the depot. Facilities within the depot were improved and more tools and machine equipment were provided.

The trams provided a service every weekend throughout the year and also operated on weekdays during the school holidays, Begonia Festival and Christmas period. A number of charters were also run at times during the year. The Sales Department increased its range of books and enamel badges, one new book that sold well was the 'Ballarat Vintage Tramway' written and published by Member William F. Scott. The regular Members mailout was forwarded every second month and information was supplied to 'Trolley Wire' magazine throughout the year. The Society was represented at the Council of Tramway Museums of Australasia Conference in Auckland by three Board Members.

The Board has continued to meet each month on the second Friday and the Administration has continued to operate the society in a most satisfactory manner.

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 past year has been a pleasing one in which we continued to go forward with new ideas and the satisfaction of achieving results. We were able to return tram No.13 to the tramway, through the generous gesture of the Lake Goldsmith Steam Preservation Society in loaning us this vehicle. Work is well in hand on the restoration of trams No.18 and 26 which should be operating on our tramway quite soon. The Traffic area of our activity was most satisfactory with trams being run every weekend and on most days during the holiday periods. We were pleased to have a number of Traffic Branch members progress up the ladder of promotion by either becoming Conductors or Drivers. The Sales Department had a good year of trading and our enamel badges are being eagerly sought after at all times. The stock of badges is closely monitored and we either order more of the same badge when stock is short or if it is thought that particular badge may have 'saturated' the potential sales market, consideration is made on producing a new badge. The society had a stand and a sales table at the Ballarat Model Railway Spectacular during June.

The Board of Management conducts a lot of business which is usually unseen by the Society members. Our Depot Insurance arrangements were the subject of an amount of research as the Ballarat City Council decided to co-ordinate the type and amount of insurance taken out on all buildings on council land. This arrangement suited us financially as the Council is buying the insurance in bulk and this makes a saving on premiums to us. Further investigation, by this society, is being undertaken on fire and contents insurance. The Board has also had dealings with many other organisations during the year and some of these are:- Ballarat City Council concerning the acquisition of the tram shelters in Victoria Street and their planned re-erection along our tramway route; The Bellarine Peninsula Railway for the supply of 54 new sleepers from their sleeper contractor; Lake Goldsmith Steam Preservation Society in negotiating over tram No.13; Gold Central Tourism and other media outlets seeking advertising of our attraction; replying to correspondence from school students and other interested persons who write seeking project material or historical information on the former S.E.C. tramways. In all a lot of administrative work is carried out to keep the society functioning.

We continued to service the members with a bi-monthly mailcut which involves quite a lot 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 a 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. We are always looking for a cheap way of producing a press clippings page. Early this calendar year we were able to use a cheap printing source but for a limited time and now this is unavailable. We constantly seek to produce these pages and will certainly do so when circumstances permit.

The society motor car is being used most weekends and on some weekdays by members who travel to Ballarat by train or in other Members cars and need their own transport around Ballarat to perform society business. The Board has had dealings with the Council of Tramway Museums of Australasia during the year in which that body co-ordinated the disposal of surplus equipment from us to other groups seeking it and we also acquired equipment surplus to other museums through the C.O.T.M.A. organisation. Our society was represented by three Board Members at the bi-annual C.O.T.M.A. Conference held in Auckland last June.

The Administration of the Society has run smoothly and our main operating areas of Traffic and Engineering have performed most capably under the leadership of Peter Winspur and Warren Doubleday, respectively. Both these members have worked hard and most professionally and I thank them for their excellent work input. Of course the many workers in both areas who assist Peter and Warren are deserving of praise and I thank them also.

We have continued to enjoy a good working relationship with the Metropolitan Transit Authority and the many people in different areas of that organisation who are so helpful to us. Robert Paroissien, our Auditor, has again been most helpful to us as a keen watchdog and advisor of our financial affairs and we sincerely appreciate his input. We have also enjoyed a good working relationship with the Ballarat City Council, the local media and business houses of Ballarat and we thank them all for their service.

We are entering the next year with a lot of ideas and untiring enthusiasm and look forward to another twelve months of enjoyment in operating our unique tourist attraction.

Richard Gilbert  
General Manager

#### ENGINEERING MANAGER'S REPORT:

1. General : This year has been a continuing assault on the mountain of running repairs, overhauls, restoration, track repairs and new track, depot maintenance and site improvements. In some ways this mountain became bigger,

No.13 arrived, however a further advancement was made.

2. Track: Number 6 Road was completed during the financial year and brought into service. A start was made on No.7 Road as well. An order of 50 new sleepers (NSW size) was delivered, through the assistance of the Bellarine Peninsula Railway. A quantity of these were used in the construction of No.6 Road. The curve that leads into 4-5 Road was relaid with rails that were once under No.18 at Sebastopol. The bending of these rails to shape was a first for us, previously curves of the required radius have been selected from the stockpiles. The curve has improved access to this track and improved its appearance.

3. Depot: It has been hoped to commence construction of the office/mess during the year. Due to the arrival of No.13, the track space this occupied and the need to keep free a bit of working space on the tracks that we have, has resulted in this work being delayed for a while. To carry out this work, and construction of the future museum area, requires the removal of the present No.1 Road. The tiling of the toilet floor was completed.

4. Overhead: New work during the year was the installation of span and contact wires for No.6 Road. Some general maintenance work was also carried out on the overhead. A failure in the span wire supporting the overhead for the curve across Wendouree Parade occurred during the May school holidays. This was repaired in time for operation on the following day. Work has since been completed to rehang the overhead in this area, to prevent a reoccurrence of this event.

4.

5. Tramcar Maintenance and Restoration: The past year has been a very busy and demanding time, but the results achieved have been very rewarding.

Acquisitions. In December 1983 we acquired another former Ballarat tramcar, No.13. This is owned by the Lake Goldsmith Steam Preservation Society and is on indefinite loan to our Society. The condition of the car is very good although some work is required to return it to an operating condition.

Work for the year has been:-

Tram No.11 No work carried out. This tram still contains the museum display and until such time as the museum is built it cannot be considered for restoration. The tram has however been relocated at the rear of No.1 Road in front of the substation. All necessary parts required to restore this tram are now to hand.

Tram No.13 Preliminary work to move the tram from Lake Goldsmith was undertaken on the 10th and 11th September 1983. As the tram had been placed directly onto the ground when delivered to that site it had, over the years, sunk into the ground. A rather tedious effort was required to remove it from its boggy home. All small fittings, destination boxes, trolley base and pole were removed for storage. The tram was returned to Ballarat on the 5th December 1983 and initially placed at the top of No.6 Road. The trolley base and pole were replaced and several small fittings were also replaced. The car was thoroughly cleaned inside and out. Quite a bit of work is required to return this car to service. This is primarily repairs to the truck including turning of the wheels. It is proposed to commence this during 1985.

Tram No.14 The brake rigging has been totally overhauled. New axle bearings have been recently fitted along with several other adjustments required to the undergear. The interior panelling has been revarnished.

Tram No.18 The replacement of the window sill at No.2 end and other minor repairs to this end was completed during the year. The interior of the saloon was completely stripped out and resecured, with repairs as required being done at the time. The body structure of the car was also tightened up. New window frames have been made and at the end of the year the 4mm toughened glass for the six end windows and eight saloon windows was awaited. It is hoped to have this car operational during the forthcoming Christmas holidays.

Tram No.26 Work is continuing on the conversion of this car to its original condition as a California Combination tram. The motormans bulkheads at both ends are now complete and contain drop windows on either side of the centre blackout panel. The lighting circuits have been totally rewired with new wire and fittings, including the re-installation of dual light fittings in both destination boxes, which was fitted when new but altered to single fittings by the S.E.C. during the 1940's. Full length footboards have been fitted on the drop ends. The side body panels are now in the course of being removed to enable the body frame to be inspected, strengthened and tightened. An original tip-over drop end seat base has been obtained, through the courtesy of the Melbourne Tramcar Preservation Society, for use as a pattern and this together with the drawings already held will enable us to build new seats to the original designs. Some original lower tip-over seat cast end plates that fit around the upright pillars on the drop ends of these cars and the brass hand rails for the seat ends have been borrowed from the Bendigo Trust for use as patterns for the casting of these items. The tram has now been transferred from the rear of No.1 Road, where it has sat since being withdrawn from service some years ago, to the rear of No.5 Road in the workshop area.

5.

Tram No.27 The brake rigging on this car was removed, cleaned, straightened and refitted, which has resulted in a much improved performance. Following the inspection of old S.E.C. records more closely it was discovered that what had been for years accepted as fact that the tram had completed 1 million miles in June 1968 was in fact incorrect. The car has now achieved that milestone when on the 27th December 1983 with Gavin Young at the controls it clocked up that magic figure.

Tram No.28 Normal service and maintenance carried out. Several exterior window frames are causing concern and one is in the course of rebuilding and reglazing at this time. Others will be done as time permits. The brake rigging has also been overhauled.

Tram No.33 The brake rigging on this car has been overhauled. Following the discovery of a hot axle box (very warm axle bearing) earlier this year, an inspection revealed that a bearing had collapsed. New bearings were obtained and fitted. The car now runs much more smoothly.

Tram No.35 Dismantling of this car is almost complete and has reached the point where only the floor and underframe remain. All serviceable or useful parts have been stored for future use.

Tram No.38 Regular service and maintenance carried out.

Tram No.39 The acquisition of two ex-Melbourne cable tram bogies through the efforts of the Melbourne Tramcar Preservation Society have now replaced the former ex W2 trucks on which this car sat since arriving at the depot several years ago. The M.T.P.S. also made available two ex W2 bolster plates which match the cable tram trucks and upon fitting beneath No.39 now allow this tram much more flexible movement around the depot.

Tram No.40 Work on the rebuilding of the trucks continued at a pace to match that of our financial resources. Some \$3,500 of work was carried out during the year. This involved new patterns for the axle boxes, casting of these and machining. On the body of the car, the truck rubbing plates which had been reworked were fitted, sections of defective earth cable replaced and installation of new body frame support rods to replace old ones was completed. It was expected that the trucks for this car would be delivered before Christmas.

Tram No.661 The external repaint of this car was completed in February 1984. The application of the gold lining and numbers and monograms compliment the overall appearance of the car. On the interior the floor has been repaired in places and totally repainted in standard MMTB grey colour. The steel panelling in the motormans bulkheads has been removed and replaced with clear glass. The controller covers have been sanded back to bare wood and revarnished as has the motormans doors. The controller tops and other cabin fittings have been picked out in black as has all exterior hand rails. The tram returned to service on the 4th March 1984 and has proved to be very popular with crews and passengers alike. Favourable comments have been received from the public about our 'brown' tram.

Tram No.671 Work has commenced on preparing this tram for a total exterior repaint. Several sections of the body panelling and around the roof drip rails and destination boxes have been rubbed back, primed and undercoated where necessary. The controller covers have been sanded back and revarnished. Side destinations that say 'GARDENS' have been fitted to this car and also to the W3.

General Our stock of spare parts has received a boost during the year from dismantling No.35 at Bungaree. A considerable supply of ex-Melbourne W2 parts from No.481 have also been acquired. These include controllers, brake gear, light fittings and globes and other small brackets and fittings.

8.  
The acquisition of a set of ex-Ballarat Brill 22E maximum traction bogies from the Perth Electric Tramway Society has now given us a spare set of these type of bogies and motors which we previously did not have. These units are to be stored at Bunagree.

The Engineering Branch would like to thank the Metropolitan Transit Authority (Tram and Bus Division), Harding Brothers Foundry, Miller Brothers Engineering Ballarat, The Bendigo Trust, The Melbourne Tramcar Preservation Society and the Bellarine Peninsula Railway for their assistance throughour the year.

All those who helped out during the year and who have co-operated in assisting us to keep our fleet of cars in order we thank you very much.

People who have assisted throughout the year were:-

Peter Allen, Allan Bradley, Stephen Butler, Geof Cargeeg, Ted Chapman, Campbell Duncan, Carolyn Dean, James Ellis, Richard Gilbert, Rolf Jinks, Paul Miller, Andrew Mitchell, David Macartney, Paul McDonald, John Phillips, Howard Stoney, Garry Wood, Gavin Young.

Warren Doubleday  
Engineering Manager

Graham Jordan  
Tramcar Maintenance  
and Restoration.

Peter Winspur  
Overhead Superintendent

#### TRAFFIC MANAGER'S REPORT

For another year our trams ran every Saturday, Sunday and Public Holiday (except Melbourne Show Day), all January and most school holidays. I thank all Members of our small band of enthusiastic Drivers and Conductors.

Two new Drivers, Maurice Stanley and Tony Smith, were qualified during the year and Garry Wood, Geoff Frisby and Aileen Chapman joined our ranks as Conductors. All three trained during the busy Christmas - New Year period and learned quickly how to cope with rush hour loads.

We were sorry to hear of the early retirement of Bruce Davey from the M.T.A., as it means the end of our professional association with him on Sunday mornings at Preston. I must thank him for his time, experience and enthusiasm in the qualifying of our Drivers. My thanks also to Mr. Lamb, Operations Manager of the M.T.A. (Tram and Bus Division) for his continuing support. Our training programme is a very important part of the professional level our operations must maintain. That our Drivers are highly regarded is shown in the fact that several other museums will accept them as Drivers without qualification.

It has been arranged that Member, Howard Stoney, a Divisional Traffic Inspector with the M.T.A. and who has had a recent stint at the M.T.A.'s Training Centre will take over from Bruce. The Society celebrated Bruce's retirement with a barbeque at the Depot on Sunday 14th April. It was a very pleasant change from the usual Sunday grind. We were all disappointed that at the last minute Bruce could not attend.

And now to the figures. Our annual passenger total seems to have settled to around 18,000. This was the year of 'if only' as we carried four fewer passengers than last year. When it is considered that on two occasions (Thursday 25th August and Monday 5th March) no one was available to run the tramway and on a third (Tuesday 8th May) a dewirement caused operations to cease at 2pm until the following day, we should have carried several hundred more.

We are always dependent on weather and this was demonstrated by the best January since 1978 (very mild) and a poor Easter when the weather was so bad that it is amazing that anyone travelled at all. Several months were the best for many years and Labour Day was the best since 1978. We carried our 200,000th passenger about 2pm on Labour Day. Because three trams were running, it was impossible to pick out the exact passenger and a press release to the 'Ballarat Courier' had to suffice.

The year confirmed that we are no longer just a kids' attraction, for the third time we carried more Adults than Children, but this time the difference was much greater at 864. A note for Annual Report watchers; Last year I could not add up with the result that the total passenger figure for the year, and consequently the overall total, was six short.

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	257.4	342	1.3	25.7	34.2
August	16	512.2	1189	2.3	32.0	74.3
September	12	432.2	922	2.1	36.2	76.8
October	10	387.4	778	2.0	38.7	77.8
November	10	335.4	629	1.9	33.5	62.9
December	17	616.2	1783	2.9	36.3	104.9
January	30	1359.8	4246	3.1	45.3	141.5
February	8	314.6	674	2.1	39.3	84.3
March	14	782.6	3176	4.1	55.9	226.9
April	13	556.4	1558	2.8	42.8	119.9
May	18	678.6	2107	3.1	37.7	117.1
June	10	296.4	665	2.2	29.6	66.5
TOTALS	188	6531.2	18069	2.77	38.9	107.6
Overall total	1691	76928.8+	205307	2.67	45.5	121.4
Previous year	173	6606.6	18073	2.73	38.2	104.4

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

+ plus 341.4 km run in Melbourne

### TRAMCAR STATISTICS

Tram No.	Days run	Hours run	Km run	Progressive totals		
				Days run	Hours run	Km run
14	54	245.44	1778.4	517	2436.47	19188.0+
18	2	0.45	2.6	5	3.31	15.6
26	Nil	Nil	Nil	231	1083.54	10103.6
27	45	216.59	1528.8	575	2692.06	21314.8+
28	19	90.16	694.2	234	1025.31	7417.8
33	48	206.47	1495.0	261	1206.13	8905.0
38	16	57.50	364.0	80	309.11	2197.0
40	Nil	Nil	Nil	184	657.02	5436.6+
661	16	55.25	369.2	30	90.01	566.8
671	17	50.04	299.0	99	278.33	1783.6
TOTALS			6531.2		9782.49	76928.8+
Previous year		924.26	6606.6			

+ includes km run in Melbourne

Ballarat Tramway Preservation Society Limited

Minutes of Annual General Meeting held at the Tram Depot, Ballarat on Sunday, 2nd October, 1983.

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

PRESENT: C.Tooke, W.Doubleday, I.Hill, C.Stevenson, S.Lodington, W.Scott, P.Bertram, N.Gower, K.Stodden, P.Allen, H.Jackson, P.McDonald, L.Doull, V.Ohlsen, S.Ohlsen, N.Kierath, G.Netherway, P.Winspur, S.Butler, G.Jordan, D.Scden, M.Campbell, R.Campbell, C.Duncan, J.Phillips, A.Bradley, I.Stanley, A.Smith, P.Miller, K.Hanrahan, R.Stephenson, H.Stoney, A.Mitchell, I.Stanley, C.Jacobson, A.Ireland, C.Dean, R.Gilbert, F.Hanrahan,

APOLOGIES: E.Ewers, A.Chapman, W.Kingsley, I.Kingsley, I.Martin, J.Chadwick.

At this point S.Butler and G.Jordan proposed and seconded a motion that the apologies as read be accepted, Carried.

MINUTES: P.Allen/S.Lodington that the Minutes of the 1982 Annual General Meeting be accepted as read. Carried. One Amendement was noted that two G.Deans' were listed as present, agreed that only one was actually there.

Nominations for Scrutineers were called. W.Doubleday was nominated by C.Tooke and C.Dean was nominated by I.Hill. There were no other nominations. The Chairman declared them appointed.

The election for the position of Ordinary Board Member was then conducted.

Mr. T.Turner was introduced as a guest from the A.E.T.M. museum in Adelaide. The President then spoke on the past years activities. Richard Gilbert and Peter Winspur spoke about various society activities.

The Returning Officer returned to the Meeting and announced the election result.

Those elected are: A.Bradley, S.Butler, C.Duncan, G.Jordan, P.McDonald, A.Mitchell,

R.Gilbert/J.Phillips moved and seconded a motion that the Returning Officer and the Scrutineers be thanked for there work. Carried

FINANCIAL REPORT AND BALANCE SHEET: The Treasurer, Ms. C.Dean, presented the Financial Statement. C.Dean/A.Bradley that the Financial Statement as presented be accepted. Carried.

C.Dean/P.McDonald that the Auditors Report as presented be accepted. Carried.

H.Jackson/G.Netherway that Mr. R.Parroisien be re-appointed as Auditor for the coming year. Carried.

Mr. Gower advised the meeting he had souvenir post cards of the Ballarat Tramways for sale. Funds from these to go to the Ballarat Childrens Home.

Mr. Gilbert advised the meeting that there were 500 Ballarat Tramway Co-Operative Shares for sale.

C.O.T.M.A. REPORT: Mr.Jordan spoke on the C.O.T.M.A. activities for the year.

Mrs. Kierath paid a tribute to our Traffic staff for their courtesy to the public. Mr.Netherway supported the statement and also advised of a Co-Operative Society meeting the following Saturday.

Mr.Hanrahan thanked all those who had stood for election and also thanked all those who helped the society during the year and he then closed the meeting at 3.00pm.

AUDITORS REPORT TO THE 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 the 30th June, 1984 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 the 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, CPA, ACIS  
Public Accountant

Hawtborn  
28th September, 1984

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1984

ANNUAL REPORT OF THE DIRECTORS

Your Directors submit herewith the Financial Statements of the Society for the year ended 30th June, 1984 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. L.B. Doull
Mr. P.R. Winspur	Mr. R.C. Gilbert
Mrs. C.D. Dean	Mr. A.J. Mitchell
Mr. A.V. Bradley	Mr. S.J. Butler
Mr. C.O. Duncan	Mr. G.J. Jordan
Mr. P. McDonald	

(b) The principal activity of the Society 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 Society's activities during the year.

(c) The Net Surplus of the Society for the year under review was \$9544.

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

Provision for Depreciation	\$2616
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(e) No shares or debentures were issued during the year.

(f) The Articles of Association specifically prohibit 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.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1984

ANNUAL REPORT OF THE DIRECTORS (CONT'D)

- (i) The Directors took reasonable steps, before the Profit and Loss Account and Balance Sheet were made out, to ascertain that the current assets of the Society (other than Debtors) were shown in the accounting records of the Society 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 Society 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 Society to meet its obligations as and when they fall due.
- (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 Society'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 Society's operations for the next succeeding financial year.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1984

ANNUAL REPORT OF THE DIRECTORS (CONT'D)

- (p) 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 Society 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.C. Gilbert,  
Director

C.D. Dean,  
Director

Dated at Ballarat this 28th day of September, 1984.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Year Ended 30th June, 1984

STATEMENT BY THE DIRECTORS

We, Richard Charles Gilbert and Carolyn Denise Dean being two of the Directors of the Society 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 Society 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 Society as at the end of the financial year; and
- (c) there are reasonable grounds to believe that the Society will be able to pay its debts as and when they fall due.

Dated at Ballarat this 28th day of September, 1984

R.C. 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, 1984.

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, 1984

1983  
\$

SOCIETY FUNDS

Accumulated Fund

27746	Balance brought forward 30th June, 1983	35067
<u>7321</u>	Plus Surplus for Year	<u>9544</u>
\$35067		\$44611
=====		=====

THESE FUNDS ARE REPRESENTED BY:-

Current Assets

20	Cash in Hand	20
	Australia & New Zealand Banking Group Ltd.	
2070	- Cheque Account	1655
4304	- Term Deposit	6397
2253	Australia & New Zealand Savings Bank Ltd.	2929
	R.E.S.I. Permanent Building Society	
250	- Current Account	-
1200	- Term Deposit	-
1139	Debtors - Trade	668
555	- Other & Prepayments	1422
498	Deposit	-
<u>3065</u>	Stock on Hand (at lower of cost or sale value)	<u>4474</u>
15354		17565

Less Current Liabilities

711	Creditors - Trade	1451
2000	B.T.P.S. Co-operative Ltd. (Payable within 12 months)	1500
<u>8400</u>	Members Loans (Payable within 12 months)	<u>5100</u>
11111		8051
<u>4243</u>	<u>Working Capital</u>	forward: <u>9514</u>

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

BALANCE SHEET AS AT 30TH JUNE, 1984 (CONT'D)

<u>1983</u>				
<u>  \$</u>				
<u>4243</u>	<u>Working Capital</u>		forward:	9514
	<u>Plus Non Current Assets</u>			
	<u>Fixed Tangible</u>			
94778	Tram Depot & Trackwork (at cost)	95565		
(54862)	Less Victorian Government Grant	<u>54862</u>	40703	
(10400)	Less Provision for Depreciation		<u>12408</u>	28295
3100	Electrical & Overhead Equipment			
	(at cost)		3201	
(2150)	Less Provision for Depreciation		<u>2423</u>	778
2684	Trams (at cost)		3224	
(911)	Less Provision for Depreciation		<u>1054</u>	2170
1072	Other Equipment (at cost)		1286	
(606)	Less Provision for Depreciation		<u>687</u>	599
600	Motor Vehicles (at cost)		600	
(114)	Less Provision for Depreciation		<u>204</u>	396
-	Museum Equipment (at cost)		423	
-	Less Provision for Depreciation		<u>21</u>	402
<u>5451</u>	Tram Restoration (at cost)			<u>9155</u>
38642				41795
	<u>Investment</u>			
80	Shares (B.T.P.S. Co-operative Ltd.)			
	(800 \$1 shares paid to 10 cents each)			<u>80</u>
<u>38722</u>				41875
42965				<u>51389</u>
	<u>Less Non Current Liabilities</u>			
7898	B.T.P.S. Co-operative Ltd. (Payable after			
	12 months)			<u>6778</u>
<u>\$35067</u>				<u>\$44611</u>
=====				=====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1984

<u>1983</u>			
<u>\$</u>			
	<u>Income</u>		
1250	Members Subscriptions		1538
54	Donations - General		60
3987	- Museum		-
78	- No. 11		118
1096	Interest Received		1055
6	Sundry Income		-
92	Surplus from Tram Car Operations (see attached statement)		61
-	Surplus from Museum (see attached statement)		4525
<u>2933</u>	Surplus from Sales Department (see attached statement)		<u>4651</u>
9496			12008
	<u>Less Expenditure</u>		
	<u>Administrative</u>		
832	Telephone & Postage	986	
757	Printing & Stationery	727	
415	Advertising	66	
-	Room Rental	142	
46	Bank Charges, State & Federal Duty	63	
65	General Expenses	-	
-	B.T.P.S. Co-operative Ltd. Expenses	211	
-	Interest Paid	213	
<u>23</u>	Depreciation of Office Equipment	<u>23</u>	
2138			2431
	<u>Other Expenses</u>		
<u>37</u>	Subscriptions		<u>33</u>
2175			2464
<u>\$7321</u>	<u>Surplus for Year</u>		<u>\$9544</u>
====			=====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

TRAM CAR OPERATIONS INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1984

<u>1983</u>		
<u>    </u>		
	<u>Income</u>	
7958	Fares	8929
360	Advertising	650
600	Melbourne Pageant	-
265	Rent Received	260
<u>  32</u>	Sundry Income	<u>100</u>
9215		9939
<u>    </u>		
	<u>Less Expenditure</u>	
73	Repairs & Maintenance - Depot & Trackwork	178
-	- Electrical & Overhead Equipment	157
139	- Tram Cars	1076
236	- Other Equipment	639
277	Motor Vehicle Expenses	199
(20)	Driver Training & Uniforms	-
2202	Interest Paid	1709
430	Hire of Equipment	408
1368	Electricity	1450
1643	Insurance	783
220	Tickets	180
-	Advertising	525
52	Rent Paid	-
-	General Expenses	2
1978	Depreciation - Depot & Trackwork	2008
286	- Electrical & Overhead Equipment	273
135	- Tram Cars	143
64	- Other Equipment	58
<u>  40</u>	- Motor Vehicles	<u>90</u>
9123		9878
<u>    </u>		
\$92	<u>Surplus for Year</u>	<u>\$61</u>
====		====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

MUSEUM INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1984

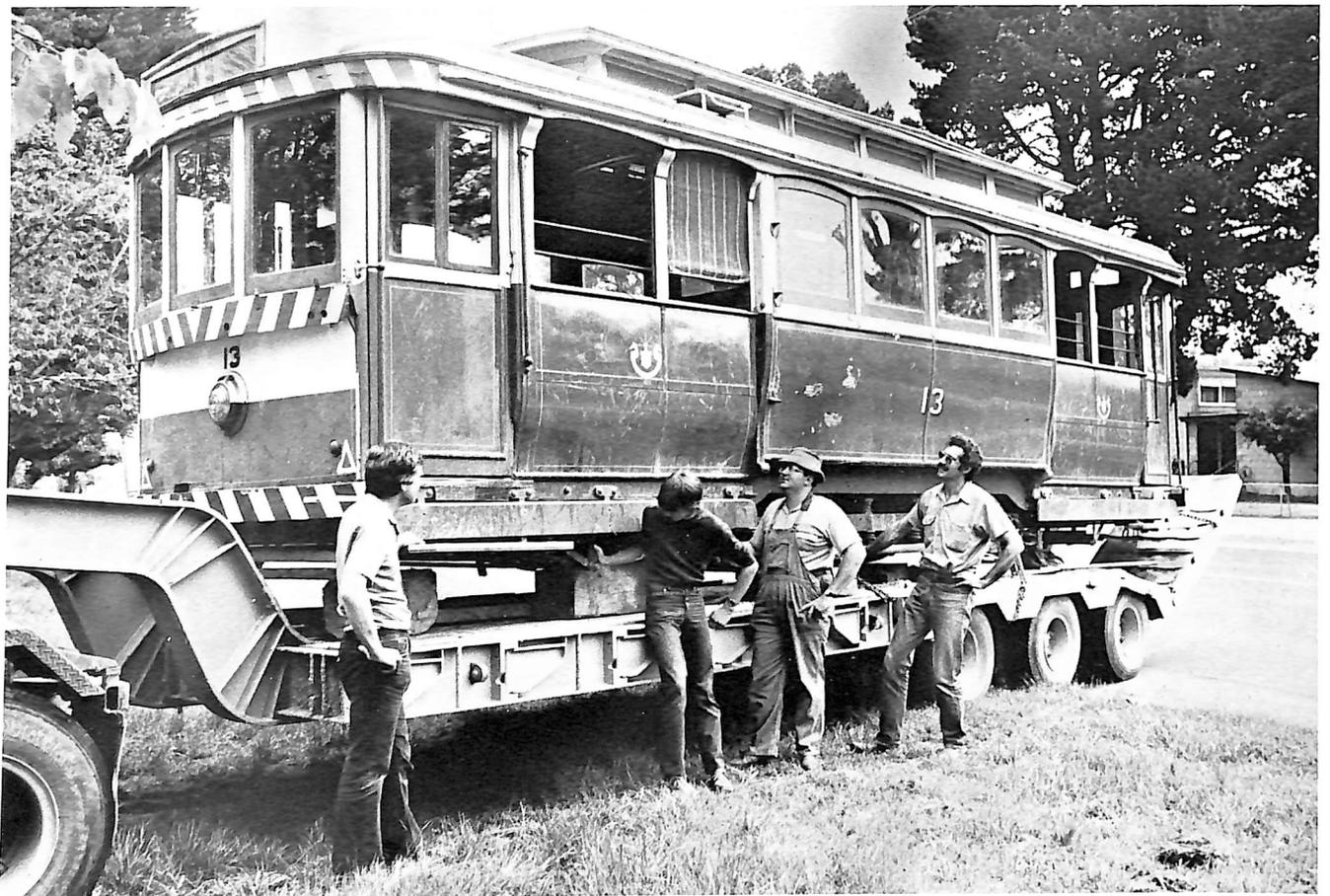
<u>1983</u>			
<u>    \$</u>			
	<u>Income</u>		
-	Donations		4946
<hr/>			
	<u>Less Expenditure</u>		
-	Advertising	65	
-	Interest Paid	213	
-	Electricity	122	
-	Depreciation of Display Stands	<u>21</u>	
-			421
<hr/>			<hr/>
Nil	<u>Surplus for Year</u>		\$4525
====			====

SALES DEPARTMENT INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1984

<u>8161</u>	<u>Sales</u>		10473
	<u>Less Cost of Goods Sold</u>		
3123	Stock on Hand 30/6/83	3065	
<u>5095</u>	Purchases	<u>7146</u>	
8218		10211	
<u>3065</u>	Less Stock on Hand 30/6/84	<u>4474</u>	
5153			5737
<hr/>			<hr/>
3008	<u>Gross Profit</u>		4736
75	Less Sundry Expenses		85
<hr/>			<hr/>
\$2933	<u>Surplus for Year</u>		\$4651
====			=====



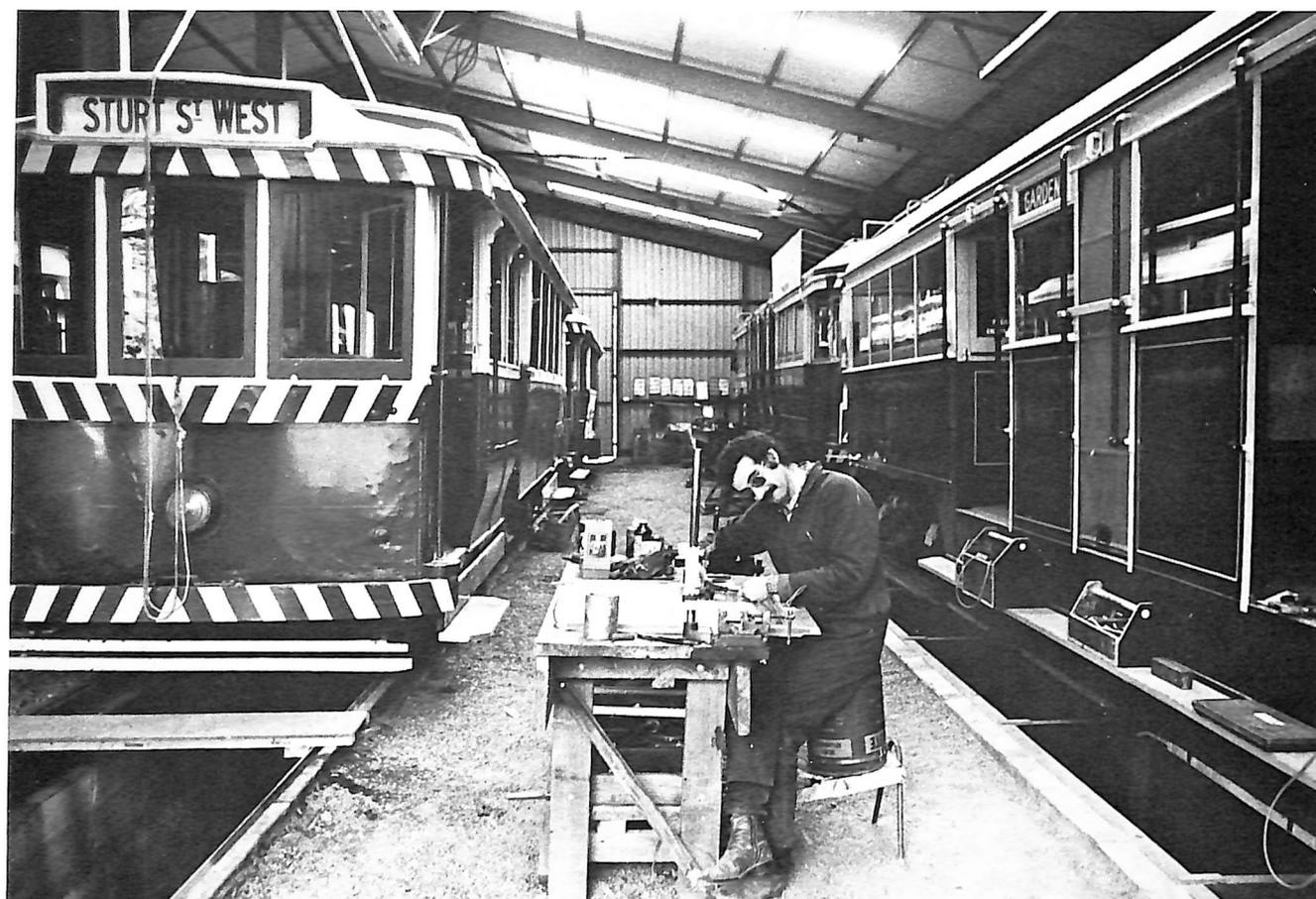
Surplus Controllers being loaded in readiness for export to the Ferrymead Tramway, Christchurch, New Zealand. They will be used in the restoration of a tramcar at that museum. (RICHARD GILBERT)



Tram No. 13 returns to the Ballarat Tramways. Society members, left to right: Peter Winspur, Gary Wood, Peter Allen and Warren Doubleday. (COURTESY BALLARAT COURIER)



The regular midday meal break calls for a crew change. Driver Steve Ohlsen and Conductor Maurice Stanley take over the tram after their lunch break from Conductor/Driver Barry McCandlish.  
(RICHARD GILBERT)



Society Engineer Warren Doubleday, at work preparing windows for installation in Tram No. 18.  
(RICHARD GILBERT)