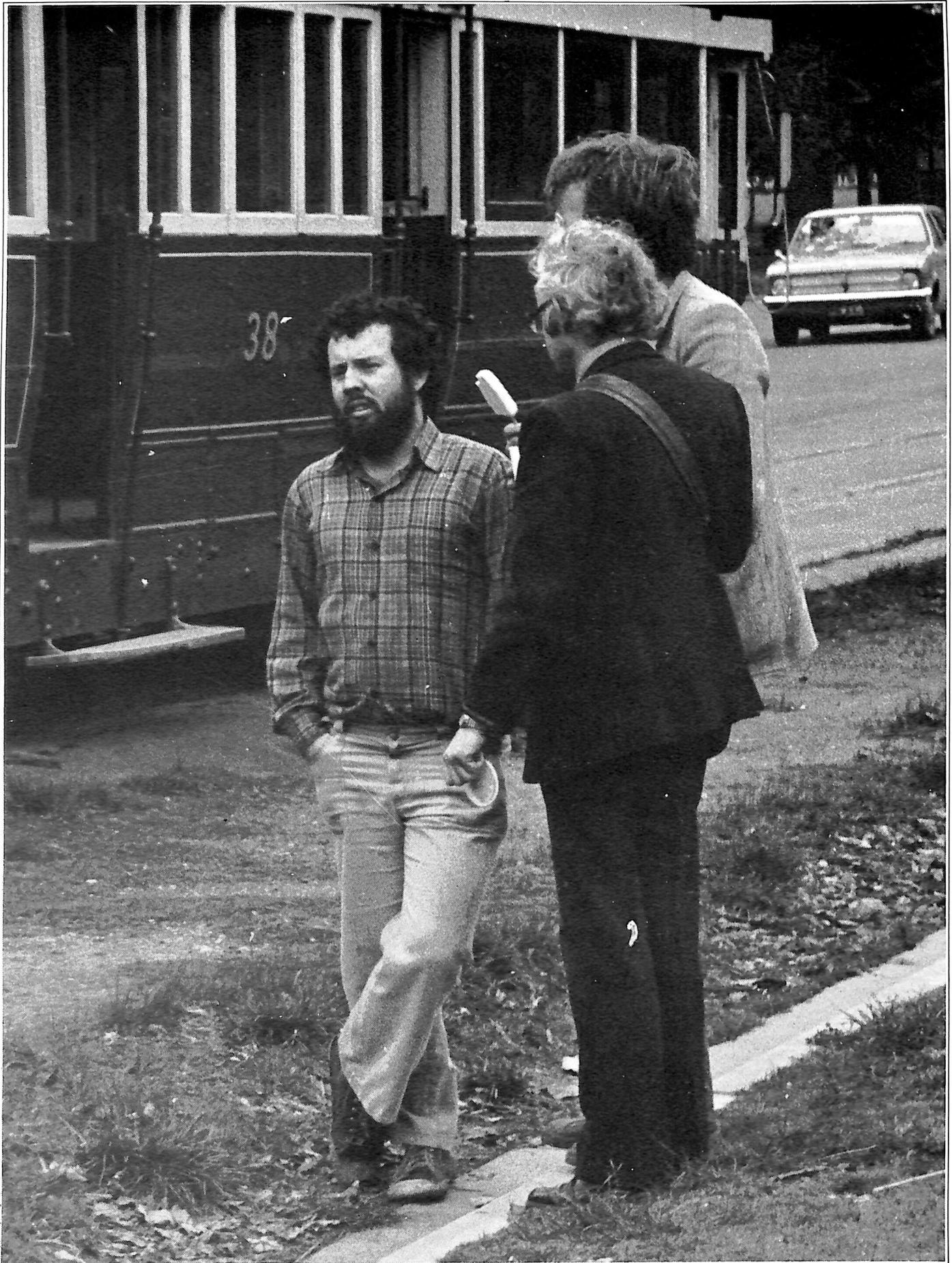


**Ballarat
Tramway Preservation Society
Limited**





Founding member Bill Jessup chats with other members at the Gardens Loop. After a long illness, Bill died in November, 1984.
ALWAYS REMEMBERED

FRONT COVER: Passengers join Tram No. 18 at the Carlton Street terminus. After spending eleven years in Victory Park, Sebastopol, No. 18 had just re-entered service after some restoration work and a full repaint.
W. F. C. SCOTT

BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED

ANNUAL REPORT AND FINANCIAL STATEMENT

1 9 8 4 - 1 9 8 5 .

1985 MUSEUM OF THE YEAR AWARDS

sponsored by

Westpac for **Victoria's 150th Anniversary**

Certificate of Merit

awarded to

*Ballarat Tramway
Preservation Society*
for

the preservation of a special aspect of the
history of public transport through the
restoration and operation of vintage trams.

Chairman of Judges:

Robert Edwards

MUSEUMS ASSOCIATION OF AUSTRALIA INC. — VICTORIAN BRANCH

Westpac
THE BANK



VICTORIA 150
GROWING TOGETHER 1984-5
© St of Vic 1981

FROM THE PRESIDENT:

Dear Member,

On behalf of the Board it is my pleasure to present the twelfth Annual Report of the Ballarat Tramway Preservation Society Limited for the year ended 30th June 1985 and I offer the following comments on a year of exceptional interest and progress in the history of the Tramway.

Much has been achieved through the dedication and tireless efforts of Society workers, resulting in an advancement to completion of several projects necessary for the efficient operation of the Tramway. Included is trackwork making accessible and productive the southern side of the depot building, along with the returning to service of trams No. 18, ex Sebastopol Borough Council, and No. 40 after extensive truck rebuilding.

The employment of full time workers by the Society for the first time, through the CEP scheme, has produced significant results in car restoration, and demonstrates the Society's ability to supervise such an undertaking to obvious advantage. My thanks to the staff and members involved in this project during that six month period, the results are evident for all to see. Plans are currently being formulated for an ongoing program of systematic car restoration, to be implemented as funds become available.

Further encouragement is to be found by the way of a \$2000 State Government grant from the Misistry of the Arts, a Certificate of Merit from the Museums Association of Victoria for our museum display. This with increased passenger figures, the highest in seven years, and the number of membership applications evident in recent times, indicates a healthy interest in our activities. Depot interior works are now underway for the provision of a new meal room and office facilities, leading ultimately to the construction of a museum display and sales area at the front of one road. Professional advice is being obtained regarding the design features of this area.

I would like to thank all those who have worked to ensure the success of the Tramway during the period reviewed in this report, and wish the new Board of Management well for the ensuing term, the future is bright and we may look forward with pleasure and anticipation to the coming year.

The Board has continued to meet each month and the administration of the Society has continued in a most satisfactory manner.

Your Board for the year was:-

President - Frank Hanrahan.
Ballarat Vice President - Len Doull.
Melbourne Vice President - Peter Winspur.
Treasurer - Carolyn Dean.
Secretary - Richard Gilbert.
Board Members - Alan Bradley,
 Stephen Butler,
 Graham Jordan,
 Paul McDonald,
 Andrew Mitchell,
 Garry Wood.

Frank Hanrahan,
President.

GENERAL MANAGER'S REPORT:

The past year has been one in which we have seen progress on a scale unmatched in our history. The Board has approached its duties of management in a mature and responsible way and the results of its efforts can be seen in the success of the past year. The administration of our Society is a complex one which involves a thorough dedication to the task involved and a good co-operative effort by all the board. There are defined, continuing plans and negotiations underway at present to advance our Society into next year with the same degree of success we have enjoyed over the last year.

Over the past year we have gained a Community Employment Project which advanced our tramcar maintenance and restoration project enormously, the Victorian Ministry for the Arts granted \$2,000 for use in the development of our museum display, our museum gained a 'Certificate of Merit' from the Museum of the Year Awards, the Society internal telephone cabling system was rebuilt and our passenger traffic has been the highest for seven years. In the next year the crew meal room facility will be complete, further Government grants will be sought and restoration work will continue on our tram fleet.

The CEP scheme gave me a great boost not only in the pleasure of seeing our Society being advanced in the area of tramcar maintenance but to see three people, formerly unemployed, earning a living directly because of the existence of our Society. That is a point that makes me proud.

The traffic side of our operation has been most encouraging and we have operated on every scheduled day plus most holidays and a number of 'charters' have also been run. Our number of members in the Traffic Branch has been sufficient to keep the service operating but we are always open to 'new starts' joining up, as we can never have too many in our Traffic Branch.

The sales department has had a good year and the usual stocks of enamel badges, teaspoons, postcards and booklets sold continuously and stock re-orders were undertaken throughout the year. New ranges of enamel badges, postcards, teaspoons and drinking glasses are in our plans for stock purchases in the coming year. The administration of our society also operates in many areas not directly seen by the membership. We are currently negotiating updating our Public Risk Insurance Policy, which is a time consuming task, as this type of policy is not eagerly sought after by Insurance Companies, but special meetings of a board sub committee is active in research on this subject. A lot of research and submission writing has been completed to gain our grants and awards, and research is currently underway in seeking a futherance of these grants and projects. The Board embarked on an increased advertising policy throughout the year and has felt satisfied at its results. We are now featured in a number of tourist magazines and brochures. We have increased our wholesale arrangements of souvenir stock to outlets in Ballarat and Melbourne.

The membership records have been placed on computer file which speeds up the processing time of mailouts and also supplies instant access to our membership records and allows for printout of the same. The 'Fares Please' members mailout continued to be mailed every second month and we try to keep it an interesting readable publication as we are aware that for many of our members, some quite a distance from Ballarat, it is the only constant form of contact with us. We appreciate having a sizable membership from all over Australasia and in other countries throughout the world.

Our contact to other tramway museums through the Council Of Tramway Museums of Australasia (COTMA) has seen us supply brake blocks, M.M.T.B. decals and numbers and various other stores to museums. We have also enjoyed, through COTMA, being able to purchase spare equipment and arrange loans of patterns for our tramcar maintenance section.

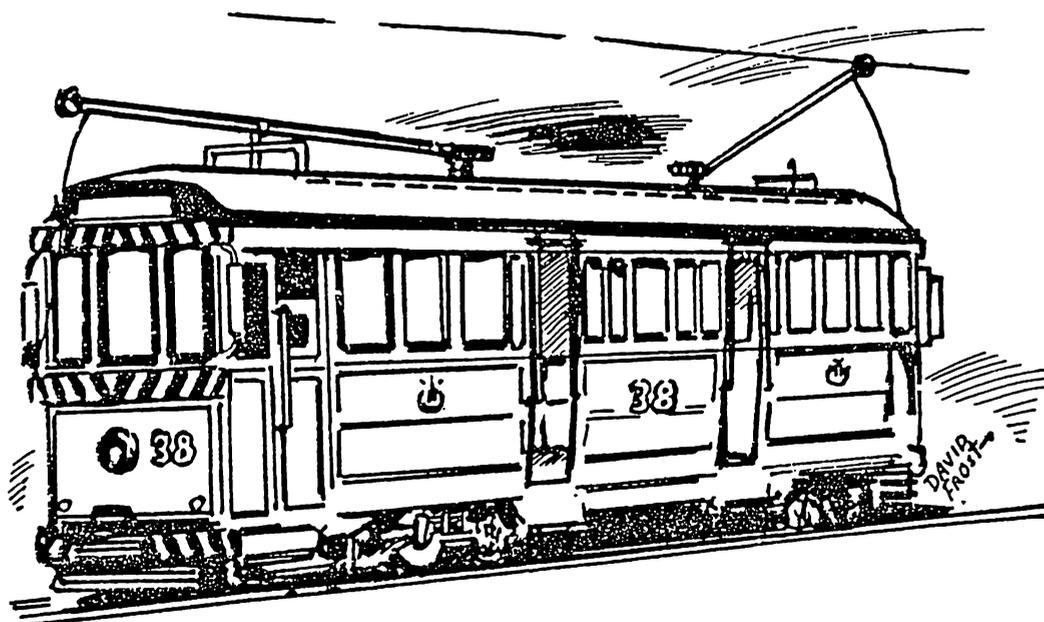
The society administration has run well over the year and the Traffic Branch and Engineering Branch have performed exeptionally well under the leadership of Peter Winspur and Warren Doubleday. Special mention should be made of Warrens' dynamic drive in pursuing and administering of the CEP scheme. Warren has also spearheaded other administration tasks such as research on Public Risk and

'contents' insurance and sales marketing research. The Treasurer, Carolyn Dean, is deserving a mention as she performs her demanding job in a professional manner. There is not just one bank book in our Treasury - there are various accounts, loan repayments, co-operative society repayments plus, during this last year, the accounting and budgeting for the CEP scheme. I do thank Carolyn for a job well done.

We have continued to enjoy a good working relationship with the Ballarat City Council and its Officers, the Metropolitan Transit Authority, State Electricity Commission and the local media all of which we thank for their help. Robert Paroissien, our Auditor, has been helpful to us and takes an interest in advising and suggesting on our accounting methods and financial situation throughout the year. We are very appreciative of Roberts' help and advise.

We are entering the next year with constructive ideas and plans for the continuing success of our Society and look forward to the support of our members for the overall enjoyment in operating our unique tourist attraction.

Richard Gilbert,
General Manager.



ENGINEERING MANAGER'S REPORT:

The year has seen a tremendous advancement in the restoration of our tramcar fleet, the completion of the basic trackwork at the depot, formation of planning for the future museum display area and the recognition by both the Federal and State Governments for the Society through two grants.

There were no tramcars acquired during the year, although the truck from an old Melbourne cable car tram in Ararat was recovered.

1. TRACK:

Number 7 road was completely laid including the bending of rails, ballasting and surfacing for road vehicles, in a record period of about two months. Re-sleepering and repacking of the depot access track was done, as well as other necessary maintenance work.

2. DEPOT BUILDINGS:

Part of No. 1 road was removed for the future office floor. Filling had been completed to the underside of the slab at the end of the year. Lighting was provided between four and five roads in the new shed.

Other works carried out were :-

- *filling of the depot floor to rail level, or underside of rail as required,
- *provision of a sand storage hopper, and
- *provision of facilities needed for the CEP workforce.

3. OVERHEAD:

A section of badly worn contact wire between the loop section insulator and the Gardens section insulator (about 8 pole lengths) was replaced with almost new contact wire. Otherwise general maintenance and adjustments on the overhead have been done throughout the year.

4. TRAMCAR MAINTENANCE AND RESTORATION:

The year has seen a great advancement in the restoration of our fleet, as well as maintaining the running fleet. This was achieved through the CEP scheme, and our volunteer workers.

Although work was not carried out on all our cars, it is worth noting their disposition during the year.

Tram No. 11 - remains in use as the temporary museum display area. Planning is in hand to relieve it of this task within the next couple of years.

Tram No. 13 - the truck from under this car has been completely dismantled. Not only were cracks found in the spokes of the wheels, but in the cross members of the trucks as well. The latter have been repaired. The wheels were forwarded to the MTA's workshops at Preston, along with the future wheels for 26 for repairs and reprofiling. Unfortunately due to overtime bans at Preston, these works have been delayed. In the meantime, the motors which were removed have been opened, cleaned, rats nests removed, bearings checked, and new motor leads readied for installation.

At this stage, no work has been done on the body of 13.

Tram No. 14 - this car was maintained in regular service, with a new set of axle bearings being installed during the year. It was withdrawn from service in early June, for some minor body repairs and a repaint. The No. 2 end brake valve was also adjusted.

Tram No. 18 - The work on the restoration and repainting of the car to a similar colour scheme as that of 38 was completed, and the car entered regular service on Boxing Day 1984. New axle bearings have been fitted. The numerous little jobs which show up, when a "new" car starts running regularly have been done as necessary.

Tram No. 26 - The saloon body framework has been strengthened, rebuilt, or braced as necessary. This required removal of the panels, new timber in sections, and many hours of work. The interior of the car has also been reworked, including the end walls of the saloons. Other work carried out was:-

- new flooring in the drop ends,
- slatted flooring made up for the drop ends,
- new roof side board installed to one side,
- preparatory work for the fitting of the seat ends, and
- commencement of the overhaul of the undergear of this car.

Tram No. 27 - This tramcar was given a body overhaul and a repaint during the year, as the focal point for the CEP project. It was returned to service during June, after some 1,250 manhours. The work involved is too large to be detailed here. The car has been repainted back to the 1930's colour scheme, with cream rocker panels, and a lighter green to the final SEC green. With its distinctive lining out, it presents a vastly different car to what it previously was.

Tram No. 28 - One window was reglazed, and the installation of the weather blinds completed. This car has seen limited service during the year, but was busy during Ballarat's chilly winter as the lunch room for our full time staff.

Tram No. 33 - Car regularly maintained for traffic service. The new axle bearings installed a year ago, are running well.

Tram No. 38 - Regular service and maintenance carried out.

Tram No. 39 - The only event with this car, was its move from 6 road to 7 road. As reported, a set of cable car trucks and ex W2 bolsters were placed under this car during 1984. They rounded the curves of 7 road without any problems.

Tram No. 40 - The main driving wheel axle boxes were finally cast during November. Unfortunately when the truck was being reassembled, it was found that the pony wheel axle boxes would not fit into the frames. Although of standard sizes, the frames were not, necessitating their recasting. Following this, the trucks were basically reassembled by Miller Bros. and returned to the depot. The bearings, axle boxes and motors were fitted to the truck and adjusted. Following a test trip to St. Aidans Drive to check the bearings, the trucks were placed under the car. After brake adjustments, the car was driven out of the depot and returned to service in time for the Begonia Festival.

Tram No. 661 - One window reglazed, trolley pole readjusted, and regular maintenance carried out.

Tram No. 671 - Other than required maintenance, no other works done to this tram. Has been used as the works car.

General - New trolley wheels fitted to some of the cars. The Society would like to thank those people and the various authorities and companies who have assisted us during the year.

Warren Doubleday,
Engineering Manager.

Peter Winspur,
Overhead Superintendant.

TRAFFIC MANAGER'S REPORT:

This year has been very rewarding. After a slow start, every month from November to May showed increased patronage compared with 1983/1984. December returned figures higher than any year since 1975. January was the best since 1978. April was better than any year since 1979 and May was second best since 1977. The total for the year was 19415, up 1346 over last year.

During the year the Board, through Stephen Butler, Richard Gilbert and others made strenuous efforts to publicise the Tramway, particularly in Ballarat tourist areas, and our increased patronage and comments made by passengers indicate that we are seeing some success.

Adults continued to flock to us during the year and often they didn't even have the excuse of giving the kids a tram ride.

During the year Steve Ohlsen passed his driving test and Allen Bradley and Stephen Butler substantially completed their driver training. We saw only one new conductor during the year, Dave O'Neil, and he threw himself into the task with enthusiasm giving us many days service, particularly on weekdays during the holidays.

Dave had the honour of taking over outfit No. 28 from the late Bill Jessup. Bill was one of our most energetic original Conductors, a person always full of ideas on how to increase patronage and with a vision of ever increasing numbers. Unfortunately, the recession of the late 1970's and early 1980's and increasing fuel prices, etc., saw a slowing in the growth of tourism in general. We can only hope that this year's result is a pointer to the future.

Bill never trained as a driver, unfortunately, as he was always far too busy to get around to obtaining the mandatory Motor Driver's Licence and managed to get around without a car anyway, unlike the rest of us. The older members have certainly missed his unique contribution to the Society in recent years.

The Begonia Festival was extended to 14 days this year which explains the extra running days in March. Patronage was moderate, but the weather was not good. The procession was moved to the Sunday after the long weekend, but wet weather did not give us a good indication to its success or the effect it had on Labour Monday.

I must thank all our Traffic Staff who gave their usual dedicated service. Special mention should be made of Andrew Mitchell who carried capacity loads one man for days on end early in January and the indefatigable Peter Hill who continues to soldier on at holiday times. The overhead fell down behind him at Carlton St. on one weekday and he managed to tie it up and restore running in less than an hour.

The figures show 9 trams out of 10 ran during the year - another record. It was tremendous to see the resplendant No. 18 in service and No. 40 back with what look like brand new maximum traction bogies after 3½ years.

We look forward to another good year. It has already started with promise and we should see 2 or 3 overhauled and repainted cars on the road during 1985/1986 to increase our appeal to the public.

Peter Winspur,
Traffic Manager.

1984/1985 OPERATING STATISTICS.

MONTH	Days Run.	KM Run.	Passengers Carried.	Av. Pass Per Km.	Av. KM Per Day.	Av. Pass. Per Day.
July	9	254.8	343	1.4	28.3	38.1
August	18	527.8	1049	2.0	29.3	58.3
September	12	405.6	833	2.1	33.8	69.4
October	9	327.6	688	2.1	36.4	76.4
November	9	322.4	790	2.5	35.8	87.8
December	15	715.0	2197	3.1	50.1	146.5
January	31	1279.2	4554	3.6	41.3	146.9
February	9	361.4	790	2.2	40.2	87.8
March	20	1042.6	3261	3.1	52.1	163.1
April	12	517.4	2011	3.9	43.1	167.6
May	18	707.2	2264	3.2	39.3	125.8
June	12	330.2	635	1.9	27.5	53.0
TOTALS	174	6791.2	19415	2.86	39.0	111.6
Overall Totals.	1865	83720.0°	224722	2.68	44.9	120.5
Previous Year.	168	6531.2	18069	2.77	38.9	107.6

Notes: °Plus 341.4 Km. run In Melbourne. Kilometres run are calculated by the number of trips run multiplied by 2.6.

TRAMCAR STATISTICS.

1984/1985 Totals.

Progressive Totals.

Tram No.	Days Run.	Hours Run.	KM. Run.
14	40	177.28	1159.6
18	40	183.38	1333.8
26	nil	nil	nil
27	34	150.08	1001.0
28	12	47.24	286.0
33	58	270.58	1955.2
38	12	29.48	228.8
40	10	36.45	270.4
661	29	89.34	535.6
671	11	14.30	20.8
TOTALS		1000.13	6791.2
Previous Year.		923.50	6531.2

Days Run.	Hours Run.	Km. Run.
557	2614.15	20347.6°
45	187.09	1349.4
231	1083.54	10103.6
609	2842.14	22315.8°
246	1072.55	7703.8
319	1477.11	10860.2
92	338.59	2425.8
194	693.47	5707.0°
59	179.35	1102.4
110	293.03	1804.4
	10783.02	83720.0

°Plus Km run in Melbourne.

Ballarat Tramway Preservation Society Limited.

Minutes of Annual General Meeting held at the Tram Depot, Ballarat on Sunday, 14th October, 1984.

Meeting opened at 1:58 pm Chaired by Mr. L. Doull.

PRESENT: P. Allen, P. Bertram, A. Bradley, S. Butler, J. Chadwick, C. Dean, W. Doubleday, L. Doull, R. Gilbert, N. Gower, K. Hanrahan, C. Jacobson, A. Jordan (Chapman), G. Jordan, T. Kruger, N. Kierath, P. McDonald, P. Miller, A. Mitchell, G. Netherway, N. Netherway, S. Ohlsen, V. Ohlsen, D. O'Neil, C. Phillips, J. Phillips, B. Prentice, G. Sewell, D. Sodden, I. Stanley, M. Stanley, P. Winspur, G. Wood.

APOLOGIES: The President, Frank Hanrahan, owing to the recent fire at the St. John of God Hospital, J. Withers, M. Withers, I. Martin, P. Nicholson, G. Dean, H. Stoney, A. Harnwell, P. McMahon, R. Stevenson, C. Duncan, W. Jessup. Moved G. Netherway that the apologies be accepted, seconded by J. Chadwick. Carried

MINUTES: Moved G. Netherway, seconded C. Jacobson that the minutes of the 1983 Annual Meeting be accepted as read. Carried. One amendment was noted that two I. Stanleys' were listed as present, agreed that one one was actually there.

Nominations for scrutineers were called. G. Sewell was nominated by R. Gilbert seconded P. McDonald, C. Jacobson was nominated by J. Phillips, seconded C. Dean. As there were no other nominations, the chairman declared them appointed.

SECRETARY'S REPORT: Richard Gilbert reported on progress during the year.

FINANCIAL REPORT AND BALANCE SHEET: The Treasurer Carolyn Dean presented the financial statement. C. Dean/N. Kierath that it be accepted. Carried. N. Gower queried the level of membership fees and suggested it be increased. Carolyn and Peter Winspur responded and explained that it is board policy that the membership fees be sufficient to only cover servicing of the members, not to be used to cover general expenses. Up until now they have been adequate. P. Allen/C. Dean that the auditor's report be accepted. Carried. R. Gilbert/D. Soden that Mr. R. Parrosien be re-appointed as Auditor for the following year. Carried.

The election for the position of ordinary Board Member was conducted..

Richard Gilbert as General Manager spoke of the years activities and Warren Doubleday, Engineering Manager, reported on the progress in the engineering and tramcar maintenance areas during the year.

N. Gower asked whether the balance between Hawthorn Tramway Trust and Prahran and Malvern Tramway Trust cars had improved with our more recent tramcar acquisitions. G. Jordan reponded.

Peter Winspur, Traffic Manager, spoke on the operations of the traffic branch during the year.

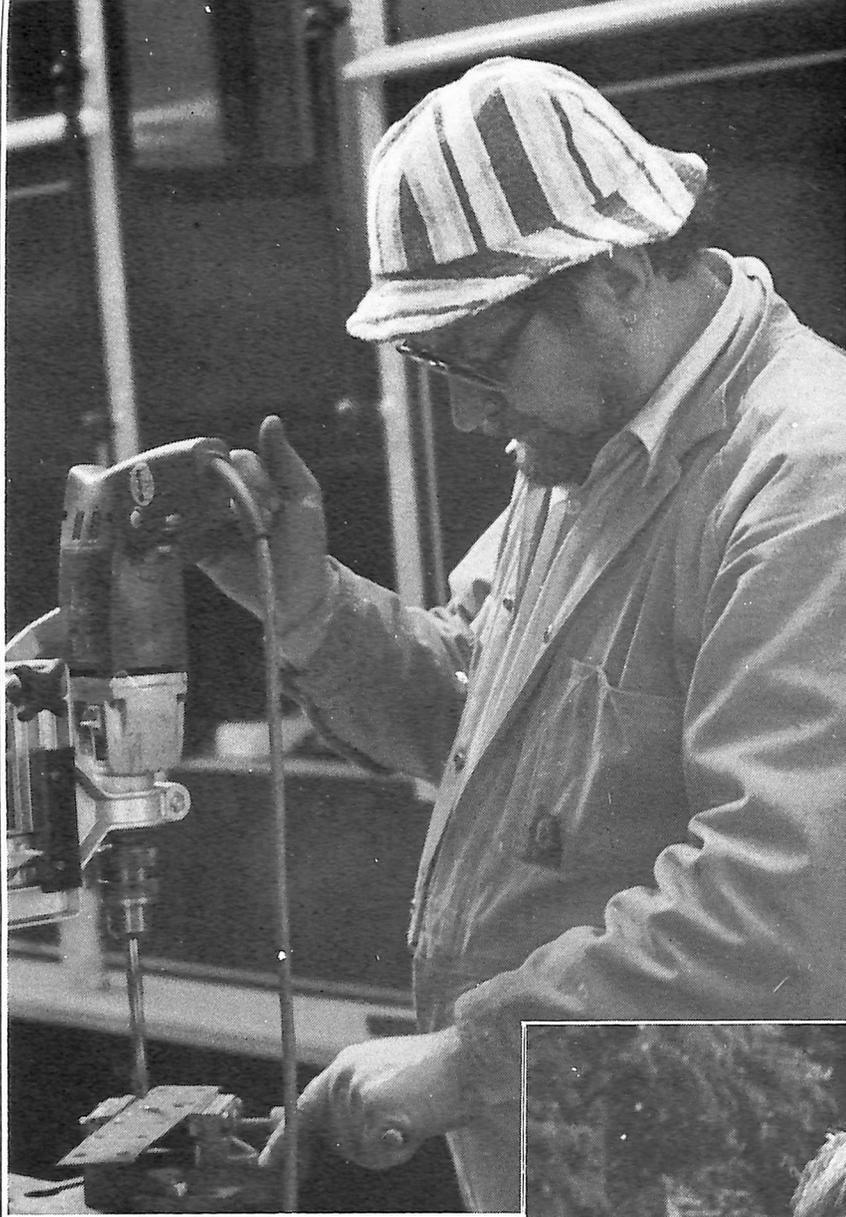
The returning officer returned to the meeting and declared the following members elected; G. Jordan, A. Mitchell, P. McDonald, A. Bradley, S. Butler and G. Wood.

R. Gilbert/G. Netherway, that Trevor Kruger be thanked for acting as the returning officer, and Graham Sewell and Chris Jacobson for acting as scrutineers.

The chairman thanked all the members who stood for election.

Richard Gilbert gave notice of motion that at the next Annual Meeting he would move that the number of ordinary Board Members be reduced from six to four.

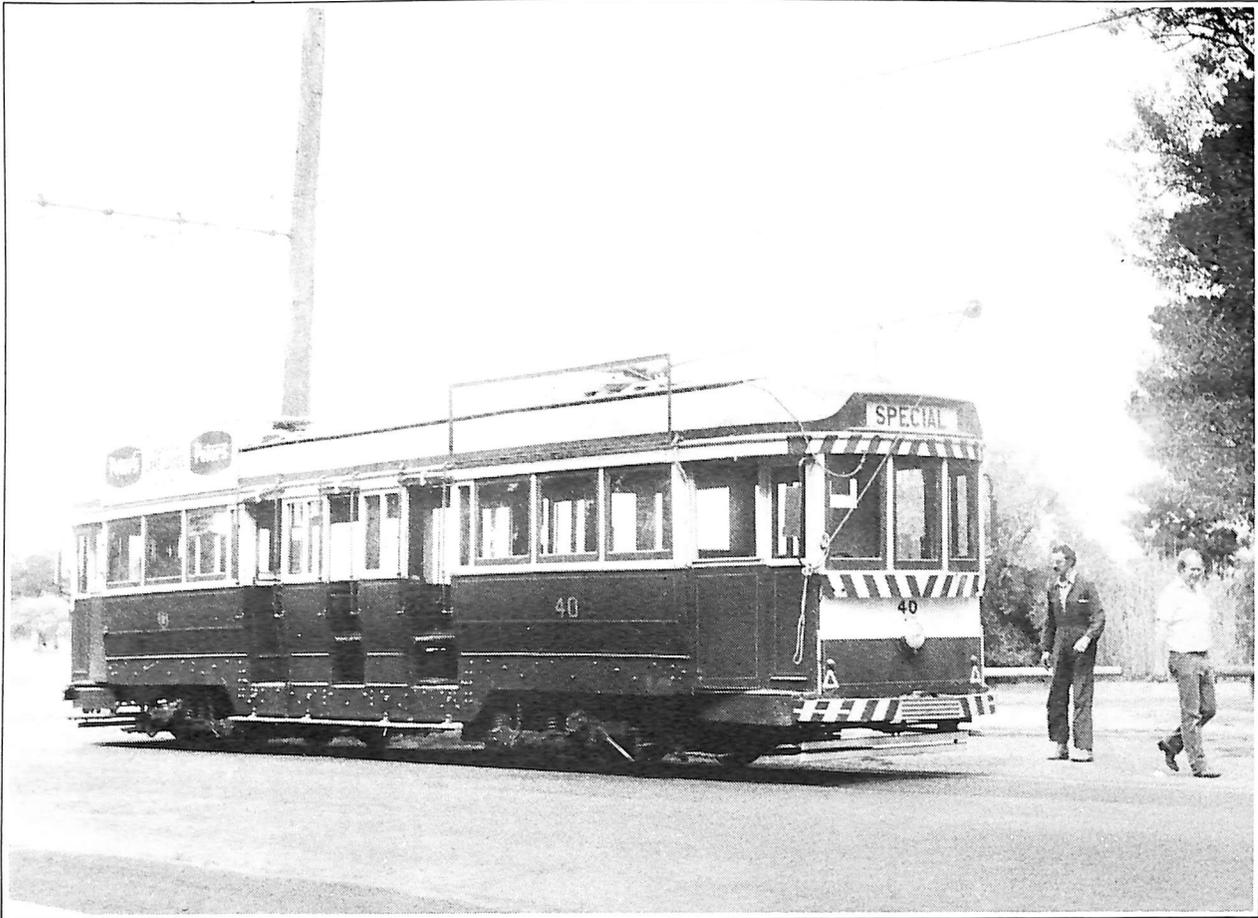
Mr. Doull thanked those who attended and closed the meeting at 3:12 pm.



Highlight of the year was the employment, for the first time, of paid staff.

Steve (left) prepares a bracket for the strengthening of Tram 26, while Jacki (below) takes a break from her restoration work on No. 27 to distribute some ballast.





Back in time for the Begonia Festival, after an absence of some years, was No. 40. Warren Doubleday and Richard Gilbert seem relieved at having got all the way to St. Aidans Drive during an early test run.

Stephen Butler doesn't lack for assistance as No. 14 completes another trip. W. F. C. SCOTT



AUDITORS REPORT TO THE MEMBERS OF

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

1. In our opinion the attached Income and Expenditure Account and Balance Sheet give a true and fair view of the results of the Society's operations for the year ended 30th June, 1985 and of the state of the Society's affairs as at the end of that year.
2. As required by the Companies (Victoria) Code we report as follows:-

In our 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;
 - (ii) in accordance with the provisions of the Code; and
 - (iii) in accordance with applicable approved accounting standards.
- (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.

K.L. Paroissien & Associates
Certified Practising Accountants
By its Partner,

R.G. Paroissien

Dated at Hawthorn this 13th day of September, 1985

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

ANNUAL REPORT OF THE DIRECTORS

Year Ended 30th June, 1985

Your Directors submit herewith the Financial Statements of the Society for the year ended 30th June, 1985 and in accordance with Section 270 (1) of the Companies (Victoria) Code report as follows:-

- (a) The names of the Directors in office as at the date of this report and details of their qualifications, experience and special responsibilities (if any) are set out in the attachment to this report.
- (b) The principal activity of the Society in the course of the financial year was that of 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 \$10095 after providing for any Income Tax applicable to the operations for the year.
- (d) The Articles of Association specifically prohibit the payment of any dividends.
- (e) During the year the Society continued to operate a tourist tramway and museum, receiving support from the public and various government bodies.
- (f) Apart from the Net Surplus from the operations of the Society no significant change occurred in the state of affairs of the Society during the financial year.
- (g) There are no matters or circumstances which have arisen since the end of the financial year that have significantly affected or may significantly affect the operations of the Society, the results of those operations or the state of affairs of the Society in subsequent financial years.
- (h) In subsequent years it is anticipated that the Society will continue to operate a tourist tramway and museum.
- (i) No Director, since the end of the previous financial year has received or 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 interest.

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

Mr. R.C. Gilbert
Director

Mrs. C.D. Dean
Director

Dated at Ballarat this 13th day of September, 1985

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

STATEMENT BY THE DIRECTORS

Year Ended 30th June, 1985

We, the undersigned, 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 Net Surplus of the Society for its last 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.
- (c) at the date of this statement, there are reasonable grounds to believe that the Society will be able to pay its debts as and when they fall due.
- (d) the accounts have been made out in accordance with applicable approved accounting standards.

Mr. R.C. Gilbert
Director

Mrs. C.D. Dean
Director

Dated at Ballarat this 13th day of September, 1985

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Directors Names, Qualifications, Experience and Special Responsibilities (if any)

Year Ended 30th June, 1985

<u>Name</u>	<u>Qualification</u>	<u>Number of Years Experience & Director</u>	<u>Special Responsibilities</u>
Mr. F.D. Hanrahan	Electrician	12 Years	President/Electrical Supply
Mr. L.B. Doull	Civil Engineer	10 Years	Vice President/ Engineering Works
Mr. P.R. Winspar	Tramway Inspector	11 Years	Vice President/ Tram Operations
Mr. R.C. Gilbert	Train Driver	12 Years	Secretary
Mrs. C.D. Dean	Tram Driver	8 Years	Treasurer
Mr. A.J. Mitchell	Labourer	4 Years	Committee Member
Mr. A.V. Bradley	Clerk	4 Years	Committee Member
Mr. S.J. Butler	Computer Operator	4 Years	Committee Member
Mr. G.R. Jordan	Bank Clerk	6 Years	Committee Member
Mr. P. McDonald	Program Co-ordinator	5 Years	Committee Member
Mr. G.J. Wood	Apprentice Technician	1 Year	Committee Member/ Telephone Communications

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, 1985.

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, 1985

1984
\$

SOCIETY FUNDS

Accumulated Fund

35067	Balance brought forward 30th June, 1984	44611
9544	Plus Surplus for Year	10095
		<hr/>
\$44611		\$54706
=====		=====

THESE FUNDS ARE REPRESENTED BY:-

Current Assets

20	Cash in Hand	132	
	Australia & New Zealand Banking Group Ltd.		
1655	- Cheque Accounts	10329	
6397	- Term Deposits	8080	
2929	Australia & New Zealand Savings Bank Ltd.	3207	
668	Debtors - Trade	1404	
1422	- Other & Prepayments	487	
4474	Stock on Hand (at lower of cost or sale value)	5062	
		<hr/>	
17565			28701

Less Current Liabilities

1451	Creditors - Trade	553	
-	Subscriptions in Advance	351	
1500	B.T.P.S. Co-operative Ltd. (Payable within 12 months)	1500	
5100	Members Loans (Payable within 12 months)	5100	
		<hr/>	
8051			7504
			<hr/>
9514	<u>Working Capital</u>	forward:	21197

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

BALANCE SHEET AS AT 30TH JUNE, 1985 (CONT'D)

<u>1984</u>				
<u> </u>				
9514	<u>Working Capital</u>		forward:	21197
	<u>Plus Non Current Assets</u>			
	<u>Fixed Tangible</u>			
95565	Tram Depot & Trackwork (at cost)	96261		
(54862)	Less Victorian Government Grant	<u>54862</u>	41399	
(12408)	Less Provision for Depreciation		<u>14460</u>	26939
3201	Electrical & Overhead Equipment (at cost)		3201	
(2423)	Less Provision for Depreciation		<u>2566</u>	635
3224	Trams (at cost)		4884	
(1054)	Less Provision for Depreciation		<u>1266</u>	3618
1286	Other Equipment (at cost)		1286	
(687)	Less Provision for Depreciation		<u>790</u>	496
600	Motor Vehicles (at cost)		600	
(204)	Less Provision for Depreciation		<u>294</u>	306
423	Museum Equipment (at cost)		423	
(21)	Less Provision for Depreciation		<u>63</u>	360
9155	Trams Restored (at cost)	41350		
-	Less C.E.P. Scheme Grant	<u>35291</u>	6059	
-	Less Provision for Depreciation		<u>42</u>	<u>6017</u>
41795				38371
	<u>Investment</u>			
80	Shares (B.T.P.S. Co-operative Ltd.)			
	(800 \$1 shares paid to 10 cents each)			<u>80</u>
41875				38451
51389				59648
	<u>Less Non Current Liabilities</u>			
6778	B.T.P.S. Co-operative Ltd. (Payable after 12 months)			<u>4942</u>
<u>\$44611</u>				<u>\$54706</u>
=====				=====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1985

<u>1984</u>			
<u> \$</u>			
	<u>Income</u>		
1538	Members Subscriptions		1477
60	Donations - General		149
118	- No. 11		130
-	Grant - Ministry of Arts		2000
1055	Interest Received		1038
61	Surplus from Tram Car Operations (see attached statement)		753
4525	Surplus from Museum (see attached statement)		3079
<u>4651</u>	Surplus from Sales Department (see attached statement)		<u>4409</u>
<u>12008</u>			13035
	<u>Less Expenditure</u>		
	<u>Administrative</u>		
986	Telephone & Postage	1155	
727	Printing & Stationery	1119	
66	Advertising	39	
142	Room Rental	142	
63	Bank Charges, State & Federal Duty	55	
-	General Expenses	107	
211	B.T.P.S. Co-operative Ltd. Expenses	-	
213	Interest Paid	134	
<u>23</u>	Depreciation of Office Equipment	<u>26</u>	
2431			2777
	<u>Other Expenses</u>		
<u>33</u>	Subscriptions		<u>163</u>
2464			2940
<u>\$9544</u>	<u>Surplus for Year</u>		<u>\$10095</u>
=====			=====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

TRAM CAR OPERATIONS INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1985

1984

\$

Income

8929	Fares	9605
650	Advertising	460
-	Interest Received	5
260	Rent Received	260
100	Sundry Income	-
-	Profit on Sale of Assets	<u>124</u>
<u>9939</u>		10454

Less Expenditure

178	Repairs & Maintenance - Depot & Trackwork	18
157	- Electrical & Overhead Equipment	-
1076	- Tram Cars	773
639	- Other Equipment	244
199	Motor Vehicle Expenses	-
-	Driver Training & Uniforms	90
1709	Interest Paid	1071
408	Hire of Equipment	-
1450	Electricity	2094
783	Insurance	2277
180	Tickets	180
525	Advertising	314
2	General Expenses	-
2008	Depreciation - Depot & Trackwork	2052
273	- Electrical & Overhead Equipment	143
143	- Tram Cars	278
58	- Other Equipment	77
90	- Motor Vehicles	<u>90</u>
<u>9878</u>		9701
\$61	<u>Surplus for Year</u>	<u>\$753</u>
====		====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

MUSEUM INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1985

<u>1984</u>			
<u> \$</u>			
	<u>Income</u>		
<u>4946</u>	Donations		<u>3451</u>
	<u>Less Expenses</u>		
65	Advertising	39	
-	General Expenses	7	
213	Interest Paid	134	
122	Electricity	150	
<u>21</u>	Depreciation of Display Stands	<u>42</u>	
<u>421</u>			<u>372</u>
<u>\$4525</u>	<u>Surplus for Year</u>		<u>\$3079</u>
=====			=====

SALES DEPARTMENT INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1985

<u>10473</u>	<u>Sales</u>		<u>10662</u>
	<u>Less Cost of Goods Sold</u>		
3065	Stock on Hand 30/6/84	4474	
<u>7146</u>	Purchases	<u>6795</u>	
10211		11269	
<u>4474</u>	Less Stock on Hand 30/6/85	<u>5062</u>	
<u>5737</u>			<u>6207</u>
<u>4736</u>	<u>Gross Profit</u>		<u>4455</u>
<u>85</u>	Less Sundry Expenses		<u>46</u>
<u>\$4651</u>	<u>Surplus for Year</u>		<u>\$4409</u>
=====			=====



No. 18 was officially returned to service on 23rd March, 1985. Sebastopol's Mayor, Councillor Collins, drove 18 out of the shed before handing the tram over to the Society's care.



BACK COVER: Tram No. 27 has been fully restored by the paid staff. The paint scheme represents the 1935-50 period. The work was completed in only 22 weeks, and has attracted much favourable comment.

