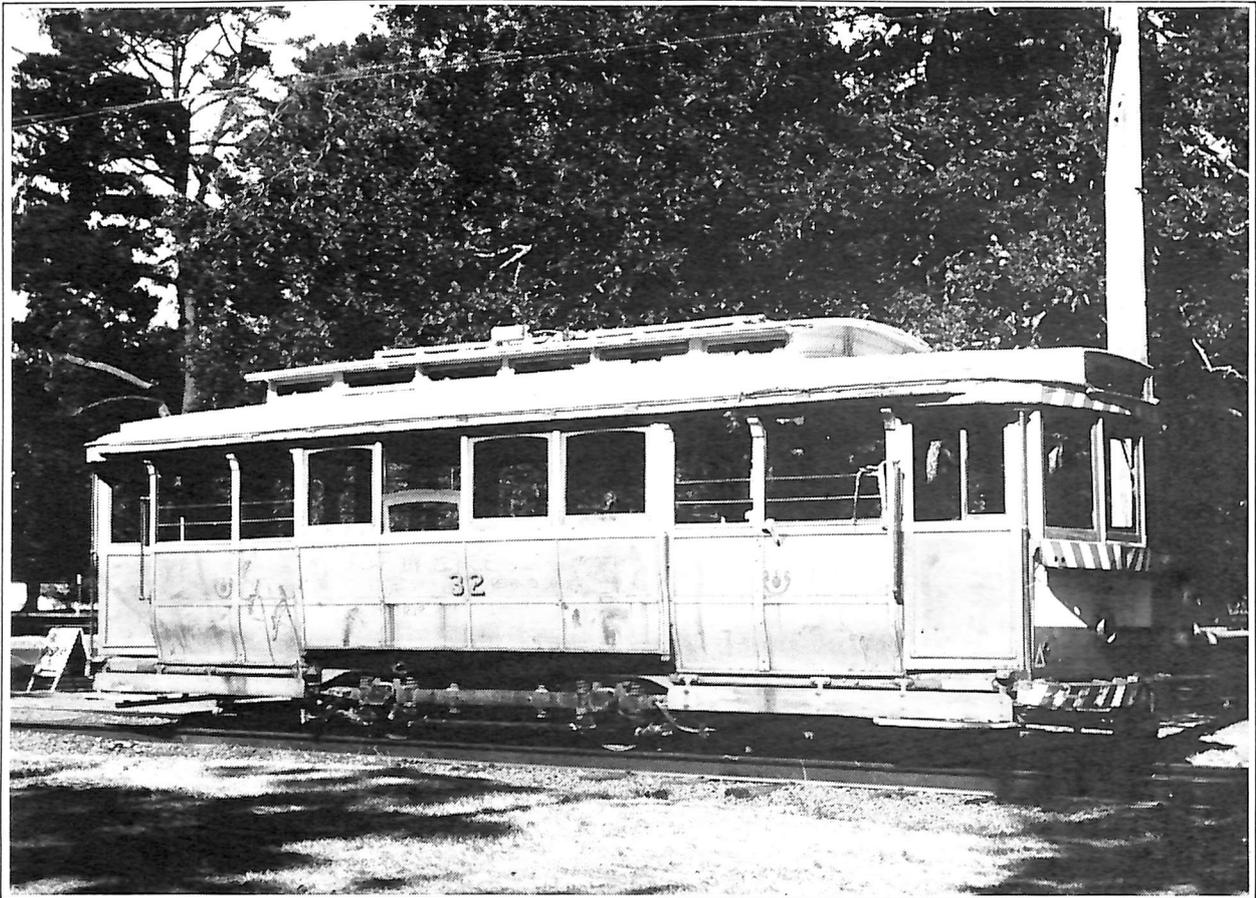


# Ballarat Tramway Preservation Society Limited



Annual Report 1985-86



*No. 32 poses on the access track after arrival from Maryborough on 7th April, 1986. No. 32 has seen better days, and is shown at Lydiard Street North terminus on a quiet Sunday, 25th July, 1961, while on a charter for the Victorian School Railway Clubs Association.*



*FRONT COVER: After many years of deliberation and wishful thinking, Horse Tram No. 1 finally arrived at the Depot on Friday, 13th December, 1985. Garry Wood steadies one end as the crane prepares to swing the body onto the cable tram truck.*

BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED

ANNUAL REPORT

1985 - 1986

Dear Member,

Your Board has pleasure in presenting this twelfth Annual Report of the Ballarat Tramway Preservation Society Limited for the year ended 30th June, 1986.

We have continued to operate the tramway and the depot facility with all the enthusiasm and interest consistent with our past years. The spirit of co-operation and harmony amongst the membership has made working on the trams and at the depot a pleasure. There has been a lot of progress in our sales department, museum displays and tram restoration areas. The Society acquired two more trams during the year, those being No.1 Horse Tram and No.32, which was residing in the bush at Maryborough. We are in the excellent position of being able to have people working for us on a paid basis during weekdays and this has advanced greatly our tram works programme plus allowed for quite a volume of souvenir sales to be made at a time when normally the sales section at the depot would have been closed.

The trams provided a service every weekend throughout the year and also operated on weekdays during the school holidays, Begonia Festival and Christmas period. The sales department increased its range and turnover during the year and has pursued additional wholesale outlets for particular items to other tramway and railway groups.

The Board has continued to meet regularly throughout the year and the Administration has continued to operate the Society 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 - Allan Bradley,  
Stephen Butler,  
Paul McDonald,  
Andrew Mitchell,  
Howard Stoney,  
Garry Wood.

## GENERAL MANAGERS REPORT:

The past year has been one in which much progress was made. The acquisition of Horse Tram No.1, was by far our greatest achievement for many years towards our aim to present a representative collection of the tramcars that served Ballarat. When the idea of obtaining the Horse Tram was first formulated at a Board meeting there was much thought given to the method of approach to be made to the owner, as he was not aware of our intention. Advice on the course considered to be best, was given by a committee of two, headed by Neville Gower in liaison with the Town Clerk of Ballarat. Our investigating committee was most successful in its aim. The owner, Mr. Leviston, was most co-operative and approachable on the matter. He was very aware of the importance of the tram to the history of Ballarat City. I sincerely thank Mr. Leviston for his co-operation in making the tram available to our Society.

Prior to last year, Warren Doubleday and myself approached representatives of the Maryborough Wildlife and Historical Park with a view to establishing our interest in acquiring No.32 should they ever wish to relinquish it. Eventually the group was wound up and our Society was contacted to return No.32 to Ballarat. It was pleasing to work on the special work party bringing No.32 to Ballarat and it was gratifying to see the tram placed on the old S.E.C. mainline and towed into the depot.

The Community Employment Scheme advanced our maintenance programme by years. When the scheme was wound up the Board decided to continue employing David Macartney to work on tram No.26. Jackie Edwards, one of our former C.E.P. employees, was invited to join our paid staff on a one day a week basis. Part of the State Government Grant has been used to employ Garry Wood part time at the depot to work on the No.39 museum housing project. It is very pleasing to have these people at the depot during the week and they are certainly offering a consistency of work input on particular projects.

The Board has found that a specific project is better performed by one person working on it day after day rather than differing volunteers turning up at irregular times and 'having a go'. Volunteers are better utilised running the trams and museum and for major labour intensive work efforts such as track laying and building construction at the depot.

The strength of our Society is determined by the input of our volunteer workers. We have been able to operate the trams on all scheduled days and on many charters at other times thanks to this volunteer input. The Traffic area of our operation has been most satisfactory and we have been heartened to see members join as Conductors and some complete the Driver training course during the year. Our Traffic Branch is never short of staff, but new staff are always welcome.

The Sales department continued to provide excellent service during the year and through initiatives produced new lines of badges, drinking glasses and brought in new lines of stock from other museums.

The Board of Management has been busy throughout the year and apart from the obvious matters, conducts a lot of business unseen by the members. One large problem that confronted the Board was termination of our Public Risk Insurance Policy, which caught all rail and tramway societies by surprise. Our insurers considered the amount of business derived from the museums to be too small for them to deal with this type of insurance in Australia. They are based in London and the Society, along with other museums, were told the insurance would not be renewed.

We were faced with the possibility of being closed down, as happened with the Bellarine Peninsula Railway. At the eleventh

hour the State Insurance Office stepped in, most likely after representations from State politicians, and we were all saved. Our Society was represented at a meeting with State Insurance by Mr. Tom Evans M.P., Member for Ballarat North, with Warren Doubleday and myself. Mr Evans showed great concern at the position of our tramway and was very keen to attend the meeting and represent our cause. Within the week the S.I.O. advised we would be insured and we were back on the tracks. All this happened over the Christmas break when most people are on holidays. On behalf of the Society I sincerely thank the State Insurance Office for their co-operation and interest in our museum and to Mr. Tom Evans I wish to record the Society's gratitude for his successful efforts in helping us.

The Board also makes many routine but nonetheless important decisions and is guided by advice from members or, when required, by a report from a special committee before committing Society policy or funds to a project.

The "Fares Please!" newsletter has been revamped with improved printing and a new layout. Thanks to Paul Miller for his efforts in this regard. This newsletter is mailed bi-monthly to our members. We have been blessed with the use of a computer service, at no charge, to print labels for our mailouts. This spaceage technology has saved much time in mailout preparation. Our membership records are all kept on the computer which has streamlined the whole membership area.

The Society is a member of the Council of Tramway Museums of Australasia, the Museums Association of Australia and the Gold Central Regional Tourist Authority. Membership of these groups is a definite advantage for our Society and during February a number of Board members joined a visit to the Moorabin Air Museum which was organised by the Museums Association. This was a great night at which much information pertaining to all forms of transport museums was exchanged.

The operating areas of Traffic and Engineering have performed very well under the leadership of Peter Winspur and Warren Doubleday and I thank them and their helpers for the professional attitude to their work.

We have continued to have a good working relationship with the Metropolitan Transit Authority and the many people in the 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 again 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.

Looking back over the year I can confirm a lot of progress has been made. The year though has not been easy and at times not happy, but through periods of adversity and times when a few of us felt quite brow beaten, the constructive attitudes and integrity of the hard working members pushed us on to the completion of this successful year. I thank all those who gave much needed support throughout this year.

The State Government has made funds available for two years now to further our Museum project and other organisations have made donations towards the Horse Tram Project. It is now up to us as a society to reciprocate, working together and showing our strength, with determination, to keep our Society on an even keel with one aim foremost, to see this tramway prosper as a working museum of the Tramways of Ballarat for the educational and tourist interest of future generations.

Richard Gilbert  
General Manager

## ENGINEERING MANAGER'S REPORT

Steady progress in the restoration and the construction of the Museum and facilities continued throughout the year. The CEP scheme was completed in August, although some surplus money will be spent during the 1986/7 year.

Two cars were acquired during the year. Horse Tram No.1 was by far the most important acquisition for a number of years. Ballarat No.32 was also acquired from Maryborough.

### 1. TRACK:

Little work was carried out on the track during the year, other than the replacement of a few sleepers in the access track, the dismantling of No.1 road within the shed to allow for the Museum tram (No.39) and other small jobs as required. Fifty new sleepers were purchased through the Bellarine Peninsula Railway. Most of these will be installed in the depot fan to replace our original second hand sleepers.

### 2. BUILDINGS:

Construction of the office and mess rooms was commenced during the year. By year end, the framing of the walls had virtually been completed.

Reconstruction of one of the original tram stop shelters was commenced and is about 75% complete. When complete, it will be positioned near the loop tram stop. Ballarat members and visitor will notice that the Council is now installing similar shelters around the town, but a more updated version with wind shields.

Other minor works carried out have been:-

- . acquisition of storage cupboards,
- . painting of tram stop signs and
- . provision of small interpretive signs for each tramcar.

### 3. OVERHEAD:

Wiring for seven road outside the depot building itself was erected and other general maintenance of the overhead was carried out during the year.

### 4. TRAMCAR MAINTENANCE AND RESTORATION:

In terms of person hours, most of the maintenance effort was put into the restoration or maintenance of our tramcar fleet. This was assisted by the CEP scheme for two months with three people and part time labour, of up to three people, during the second half of the year.

The major events during the year were the:-

- . acquisition of Horse Tram No.1,
- . acquisition of No.32,
- . completion of the restoration of No.14 and
- . commencement of the conversion of No.39 to a Museum display car.

Although work was not carried out on all our cars, their status is reported below.

Tram No.1 - As reported in "Fares Please!", this important acquisition has seen an important milestone for our Society. To enable its restoration a major project submission was prepared to try and gather sufficient funding for the work. At year end, this has been mildly successful, and it is hoped to begin work by late 1986.

Following recovery, the roof over the tram was removed, internal built-in walls removed and the paint over the original paint surfaces on the tram removed to establish colours and lettering. During the year, the car was moved a couple of times which showed the truck's ability to go around curves.

The Society had to supply a replacement for the tram, which was being used as a storage shed. This was done using a local concrete contractor to lay a floor and Society workers to erect a sheet metal prefabricated shed.

Tram No.11 - remains in use as the temporary museum area.

Tram No.13 - Work on the reconstruction of the truck of this car continued, as well as some other mechanical work.

The wheels, which had numerous cracked spokes were repaired and turned by the MTA's Preston Workshops. The motors were re-assembled and tested following installation of new motor leads. The truck itself and brake rigging was re-assembled onto a set of maximum traction pony wheels to enable it to be moved around the depot as required. One of the truck's top chords (i.e. the member which holds the body to the truck) was found to be fractured in two places. This was repaired by welding.

Other work carried out on the car was the testing of the compressor, brakes valves and lights and the repair of one of the life guards.

Tram No.14 - The repainting of the car, along with some minor body repairs was completed during the year. Since then the car has been in regular service, receiving attention as required.

Tram No.18 - Since the restoration of the car to service, it has been serviced as necessary. The destination blinds were extended to show the Carlton St and St. Aidans Drive destinations.

Tram No.26 - Once again, many hours have been spent on this car, which when completed will be our biggest restoration. The body is now starting to take shape, with end platform seats being made up by a local joiner. Painting of the car has commenced, with the roof and clerestory windows being done. The latter were re-glazed completely to provide a matching set of glass.

As part of the repair of the wheels for 13, the MTA also repaired and turned the wheels for this car. These were originally from under No.33. It is planned to change these wheels over during the forthcoming year, time permitting.

Tram No.27 - Since the return to service of this car painted in the 1930's colours, general maintenance has been carried out as required.

Tram No.28 - This tram was virtually stored during the year, pending the re-covering of the saloon seat bases. Material has been purchased for this job and it is planned to return the car back to regular traffic in August.

Tram No.32 - Delivery taken, and stored on No.7 road, pending the completion of many other restoration jobs.

Tram No.33 - The car received regular service as required. Destination blinds were extended to show Carlton St and St. Aidans Dve. The car has been stored on No.7 road during the winter and the spring period.

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

Tram No.39 - The conversion of this car to a display vehicle was commenced during the year. This involves the removal of the rear cab and part of the side walls. All parts removed from the car are being stored, in case of a decision in the future to return the car to service. The conversion has involved considerably more work than was originally thought necessary, due to the very poor condition of the car body. When one of the side panels was removed, extensive wood rot of the pillars was noted.

Tram No.40 - Regular service and maintenance carried out. Other works on this car since its return to service have been the repair of some minor accident damage and replacement of some of the resistance grids, which were being held together by mud. As well, one of the brake adjusting rods had to be lengthened, so the brakes could be adjusted properly, as it was found that with new full size tyres and new brake blocks, the brake rigging was at the limit of its adjustment.

Tram No. 661 - Regular maintenance work carried out, including the reworking of one of the trolley bases and replacement of a broken hasp on a trolley pole. The cabs and interior of the drop centre entrance ways were painted, completing the repainting of this car.

Tram No.671 - Other than required maintenance, no other work carried out on this car. Has been used as the works car.

General - With a regular service fleet of five single truck and three bogie cars, the maintenance work as well as the restoration effort is a large one. The Board thanks all those people the various authorities and companies who have assisted us during the year.

Warren Doubleday  
Engineering Manager

Peter Winspur  
Overhead Superintendent

## TRAFFIC MANAGER'S REPORT

My report for last year mentioned a slow start followed by increased patronage after November, 1984. This year the opposite has proved to be the case with a tremendous start followed by disappointing patronage from January. Total patronage was down 2.5% or 462 to 18953 which still made the year the second best since 1977/78.

Six months of overcast and wet weekends can be blamed for most of the decline during 1986. The busiest day for the year was Sunday 9th March when we carried only 369 passengers compared with 652 in 1985. Poor weather was to blame again and this one day can account for most of the difference between 1984/85 and 1985/86.

The year was still a very good one. Charter business boomed and we ran 27 charters and specials for the year which carried 954 passengers compared with 11 carrying 154 in 1984/85. Two highlights were the wedding of members Dave and Melissa on No.38 and a charter for 92 guests, on which "Lake Lodge" served drinks and savories, whilst 38 and 40 trundled up and down the gardens during a beautiful late afternoon, before a Wedding Breakfast at the Lodge.

Three new driver were qualified during the year. They were Stephen Butler, Alan Bradley and Dave O'Neil. Greg Rodgers an MTA driver obtained his manual lap brake, two motor ticket. Two new conductors were trained, Clayton Giles and Roy Sheedy. With Greg Rodgers they are welcome additions to our traffic staff.

Nine out of ten trams ran again this year with newly repainted No.27 doing the lion's share of the work and with No.40 running on most busy Sundays.

Fares were increased on 1st November in an attempt to help pay the continually rising electricity and insurance bills. I believe that the increase did not have an adverse effect on our patronage and that we continue to offer a very inexpensive ride into history.

I must thank all Traffic Branch members this year for their sterling service, particularly Gavin Young who held the fort on so many weekends, especially whilst our General Manager was in New Zealand for 3 1/2 months at a time when the MTA limited my weekend availability to every third weekend.

I am looking forward to another good year.

Peter Winspur  
Traffic Manager

1985/1986 OPERATING STATISTICS

Month	Days Run	Km Run	Pass Carried	Av. Pass per Km.	Av km per day	Av Pass per Day
July	9	195.0	348	1.78	21.66	38.7
August	15	452.4	1280	2.83	30.16	85.3
September	15	574.6	1808	3.15	38.31	120.5
October	9	306.8	837	2.73	34.09	93.0
November	14	366.6	1037	2.83	26.19	74.1
December	16	574.6	1847	3.21	35.91	115.4
January	31	1326.0	4349	3.28	42.77	140.3
February	8	314.6	754	2.40	39.33	94.3
March	22	1094.6	3460	3.16	49.75	157.3
April	12	418.6	1087	2.60	34.88	90.6
May	19	673.4	1679	2.49	35.44	88.4
June	11	278.2	467	1.68	25.29	42.5
Totals	181	6575.4	18953	2.88	36.33	104.7
Overall Total	2046	90295.4#	243675	2.70	44.13	119.1
Previous Year	174	6791.2	19415	2.86	39.0	111.6

TRAMCAR STATISTICS

1985/1986 TOTALS

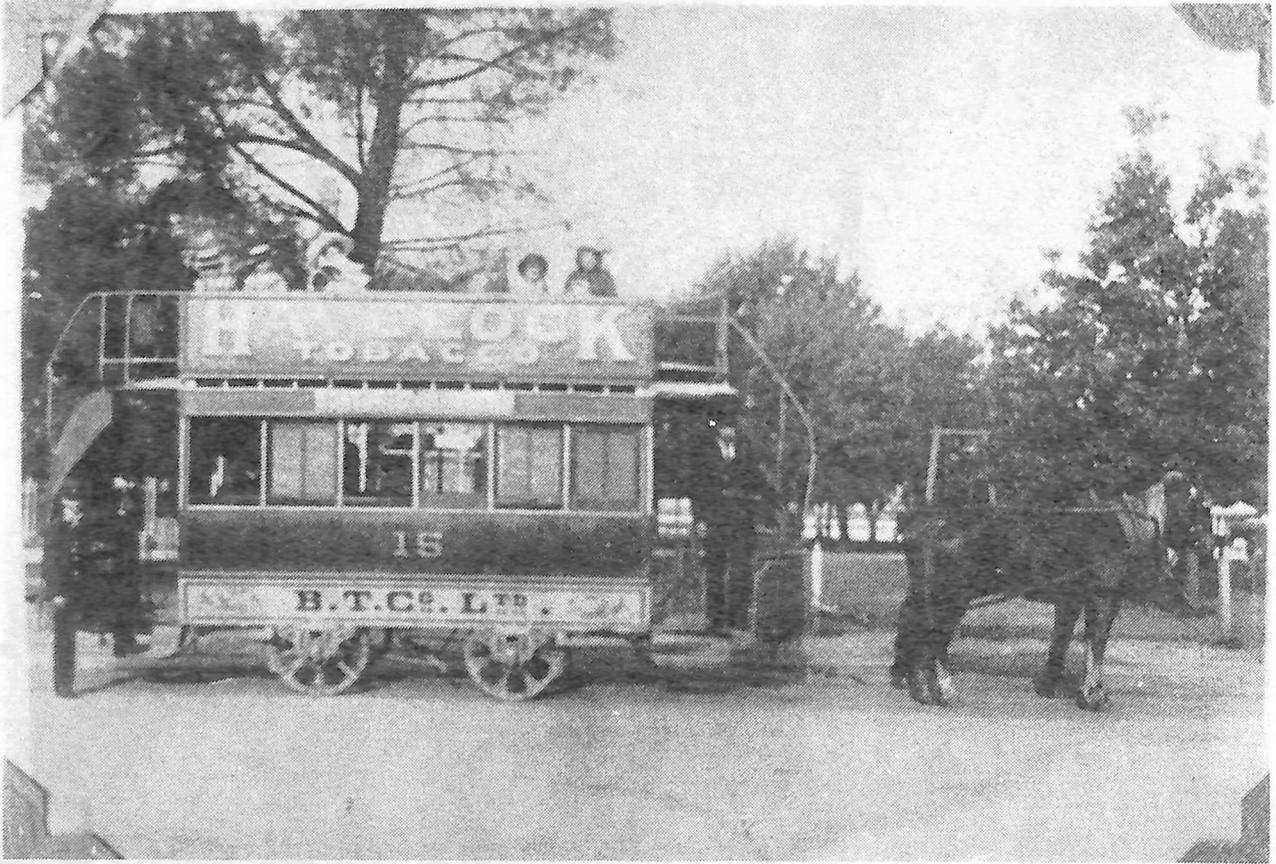
Car	Days Run	Hours Run	Km Run
14	28	155:46	1042.6
18	53	220:53	1440.4
26	Nil	Nil	Nil
27	91	251:28	1840.8
28	2	0:55	2.6
33	41	174:39	1167.4
38	9	13:28	91.0
40	26	105:52	842.4
661	12	27:34	137.8
671	5	2:20	10.4
Totals		952:55	6575.4
Prev Year		1000:13	6791.2

PROGRESSIVE TOTALS

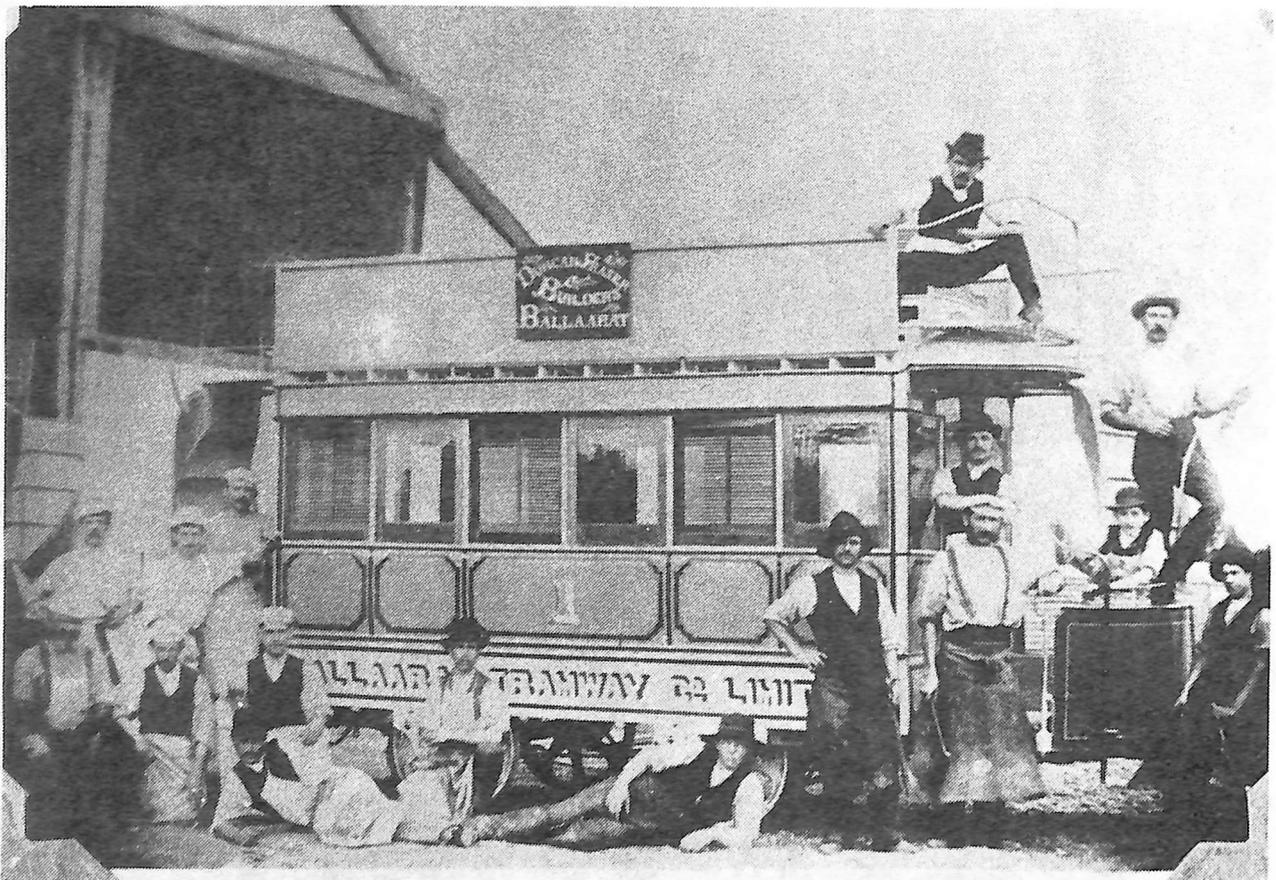
Days Run	Hours Run	Km Run
585	2770:01	21390.2#
98	408:02	2789.8
231	1083:54	10103.6
700	3093:42	24156.6#
248	1073:50	7706.4
360	1651:50	12027.6
101	352:27	2516.8
220	799:39	6549.4#
71	207:09	1240.2
115	295:23	1814.8
	11735:57	90295.4#

Notes: # - plus 341.4 Km run in Melbourne.  
 Kilometres run are calculated by the number of trips run multiplied by 2.6.

# THE HORSE TRAM PROJECT



Horse Tram No. 15 by Lake Wendouree



Horse Tram No. 1 newly assembled at Ballarat Depot 1887.



*During the summer months, some preliminary work was done on the horse car, more out of curiosity than anything. Jacqui Edwards and her niece Kelly (who was over from Perth for the school holidays, and was roped in) help Garry Wood in the search for lettering under many layers of mud and moss.*

*The result of their efforts was the discovery of the original lettering of 1887, perfectly preserved, if somewhat faded.*



AUDITORS REPORT TO THE MEMBERS OF  
BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

We have audited the attached accounts in accordance with Australian auditing standards.

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, 1986 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 and are in accordance with Australian accounting standards.

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

R.G. Paroissien

Dated at Hawthorn this 12th day of September, 1986

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

ANNUAL REPORT OF THE DIRECTORS

Year Ended 30th June, 1986

Your Directors submit herewith the financial statements of the Society for the year ended 30th June, 1986 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 \$10676 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 12th day of September, 1986

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

STATEMENT BY THE DIRECTORS

Year Ended 30th June, 1986

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 12th day of September, 1986

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

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

Year Ended 30th June, 1986

<u>Name</u>	<u>Qualification</u>	<u>Number of Years Experience Director</u>	<u>Special Responsibilities</u>
Mr. F.D. Hanrahan	Electrician	13 Years	President/Electrical Supply
Mr. L.B. Doull	Civil Engineer	11 Years	Vice President/Engineering Works
Mr. P.R. Winspur	District Traffic Inspector	12 Years	Vice President/Tram Operations
Mr. R.C. Gilbert	Train Driver	13 Years	Secretary
Mrs. C.D. Dean	Tram Driver	9 Years	Treasurer
Mr. A.J. Mitchell	Labourer	5 Years	Committee Member
Mr. A.V. Bradley	Clerk	5 Years	Committee Member
Mr. S.J. Butler	Computer Operator	5 Years	Committee Member
Mr. P. McDonald	Program Co-ordinator	6 Years	Committee Member
Mr. G.J. Wood	Apprentice Technician	2 Years	Committee Member/Telephone Communications
Mr. W.N. Stoney	Control Centre Operator	1 Year	Committee Member/Membership Officer

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, 1986.

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, 1986

1985  
\$

SOCIETY FUNDS

Accumulated Fund

44611	Balance brought forward 30th June, 1985	54706
<u>10095</u>	Plus Surplus for Year	<u>10676</u>
\$54706		\$65382
=====		=====

THESE FUNDS ARE REPRESENTED BY:-

Current Assets

132	Cash in Hand	44	
	Australia & New Zealand Banking Group Ltd.		
10329	- Cheque Accounts	4878	
8080	- Term Deposits	6626	
3207	Australia & New Zealand Savings Bank Ltd.	3526	
1404	Debtors - Trade	1413	
487	- Other & Prepayments	335	
<u>5062</u>	Stock on Hand (at lower of cost or sale value)	<u>4741</u>	
28701			21563

Less Current Liabilities

553	Creditors - Trade	151	
351	Subscriptions in Advance	-	
1500	B.T.P.S. Co-operative Ltd. (Payable within 12 months)	2880	
<u>5100</u>	Members Loans (Payable within 12 months)	<u>5100</u>	
7504			<u>8131</u>
<u>21197</u>	<u>Working Capital</u>	forward	<u>13432</u>

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.  
BALANCE SHEET AS AT 30TH JUNE, 1986 (Cont'd)

<u>1985</u>				
<u>\$</u>				
21197	<u>Working Capital</u>		forward	13432
	<u>Plus Non Current Assets</u>			
	<u>Fixed Tangible</u>			
96261	Tram Depot & Trackwork (at cost)	97060		
(54862)	Less Victorian Government Grant	<u>54862</u>	42198	
(14460)	Less Provision for Depreciation		<u>16549</u>	25649
3201	Electrical & Overhead Equipment (at cost)		3201	
(2566)	Less Provision for Depreciation		<u>2652</u>	549
4884	Trams (at cost)		4101	
(1266)	Less Provision for Depreciation		<u>978</u>	3123
1286	Other Equipment (at cost)		1631	
(790)	Less Provision for Depreciation		<u>891</u>	740
600	Motor Vehicles (at cost)		600	
(294)	Less Provision for Depreciation		<u>384</u>	216
423	Museum Equipment (at cost)		<u>3362</u>	
(63)	Less Provision for Depreciation		<u>690</u>	2672
41350	Trams Restored (at cost)	58305		
(35291)	Less C.E.P. Scheme Grant	<u>37336</u>	20969	
(42)	Less Provision for Depreciation		<u>487</u>	20482
38371				53431
	<u>Investments</u>			
80	Shares (B.T.P.S. Co-operative Ltd.)			
	(800 \$1 shares paid to 10 cents each)			<u>80</u>
38451				53511
59648				66943
	<u>Less Non Current Liabilities</u>			
4942	B.T.P.S. Co-operative Ltd. (Payable after 12 months)			<u>1561</u>
\$54706				\$65382
=====				=====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1986

<u>1985</u>		
\$		
	<u>Income</u>	
1477	Members Subscriptions	1961
149	Donations - General	67
130	- No. 11	223
-	- Horse Tram	1245
2000	Grant - Ministry of Arts	2000
1038	Interest Received	1207
753	Surplus (Deficit) from Tram Car Operations (see attached statement)	(829)
3079	Surplus from Museum (see attached statement)	2950
<u>4409</u>	Surplus from Sales Department (see attached statement)	<u>5886</u>
<u>13035</u>		14710

Less Expenditure

Administrative

1155	Telephone & Postage	1273	
1119	Printing & Stationery	1566	
39	Advertising	140	
142	Room Rental	52	
55	Bank Charges, State & Federal Duty	87	
-	Legal Fees	200	
107	General Expenses	304	
-	B.T.P.S. Co-operative Ltd. Expenses	99	
134	Interest Paid	117	
<u>26</u>	Depreciation of Office Equipment	<u>36</u>	
2777			3874

Other Expenses

<u>163</u>	Subscriptions	<u>160</u>	
2940			4034
<u>\$10095</u>	<u>Surplus for Year</u>		<u>\$10676</u>
=====			=====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

TRAM CAR OPERATIONS INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1986

<u>1985</u>			
<u>    \$</u>			
	<u>Income</u>		
9605	Fares		11137
460	Advertising		400
5	Interest Received		95
260	Rent Received		195
<u>124</u>	Profit on Sale of Assets		<u>-</u>
<u>10454</u>			<u>11827</u>
	 <u>Less Expenditure</u>		
18	Repairs & Maintenance - Depot & Trackwork	756	
773	- Tram Cars	700	
244	- Other Equipment	225	
-	Motor Vehicle Expenses	108	
90	Driver Training & Uniforms	(30)	
1071	Interest Paid	933	
2094	Electricity	2087	
2277	Insurance	3600	
180	Tickets	180	
314	Advertising	1124	
2052	Depreciation - Depot & Trackwork	2089	
143	- Electrical & Overhead Equipment	86	
278	- Tram Cars	643	
77	- Other Equipment	65	
<u>90</u>	- Motor Vehicles	<u>90</u>	
9701			<u>12656</u>
<u>\$753</u>	<u>Surplus (Deficit) for Year</u>		<u>(\$829)</u>
=====			=====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

MUSEUM INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 30TH JUNE, 1986

<u>1985</u>			
<u>  \$</u>			
	<u>Income</u>		
<u>3451</u>	Donations		3650
	<u>Less Expenses</u>		
39	Advertising	141	
7	General Expenses	21	
134	Interest Paid	117	
150	Electricity	280	
<u>42</u>	Depreciation of Display Tram & Stands	<u>141</u>	
<u>372</u>			700
<u>\$3079</u>	<u>Surplus for Year</u>		<u>\$2950</u>
=====			=====

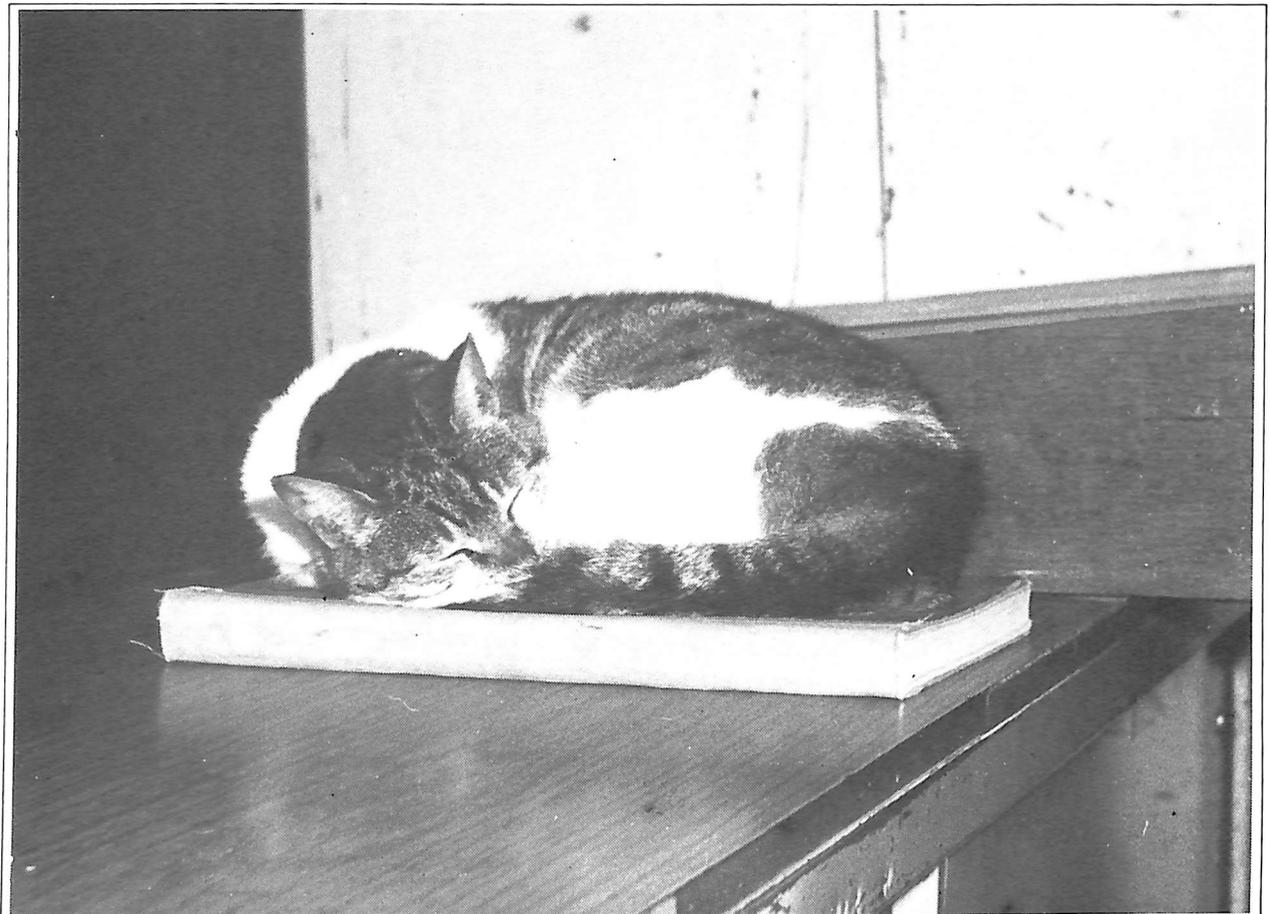
SALES DEPARTMENT TRADING ACCOUNT FOR YEAR ENDED 30TH JUNE, 1986

<u>10662</u>	<u>Sales</u>		13753
	<u>Less Cost of Goods Sold</u>		
4474	Stock on Hand 30/6/85	5062	
<u>6795</u>	Purchases	<u>6836</u>	
11269		11898	
<u>5062</u>	Less Stock on Hand 30/6/86	<u>4741</u>	
<u>6207</u>			<u>7157</u>
<u>4455</u>	<u>Gross Profit</u>		5296
<u>46</u>	Less Sundry Expenses		<u>10</u>
<u>\$4409</u>	<u>Surplus for Year</u>		<u>\$5586</u>
=====			=====



*Work on No. 26 picked up tempo again during the year. This is the only photograph of the car with its short-lived white roof. It has since been painted Cumberland Stone, which is more in keeping with the period being represented.*

*Puss finds a new use for the sign-on book while waiting for someone to arrive and open a tin of cat food. With the advent of full-time work at the Depot, Puss has become enormously fat, which can be a bit of a problem when you only have three legs.*





*On 30th November, members Dave and Melissa O'Neil were married on board No. 38 at Gardens Loop. The reception was then held on the lawns outside the Depot, and proved to be a most enjoyable day, in perfect spring weather. Congratulations to the happy couple.*