



**Annual  
Report  
1986-87**

**Ballarat Tramway  
Preservation Society  
LIMITED**



*A passengers' view from the Grip Car of the cable set as it makes steady progress along Wendouree Parade during the Begonia Festival.*

WILLIAM F. SCOTT



*Painted in the S.E.C. 1935 colour scheme of green and yellow, Number 27 makes another trip along the tramway it has operated over the past 56 years.*

WILLIAM F. SCOTT

*COVER PHOTO: During the Begonia Festival, held in March, a Melbourne Cable Tram was operated over our line in addition to the usual extensive electric tram service. The newly built, motorised, Grip Car and restored 100 year old Trailer proved an excellent attraction conveying passengers between the Gardens Loop and the Depot/Museum area.*

WILLIAM F. SCOTT

BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED

ANNUAL REPORT

1986 - 1987

Dear Member,

Your Board has pleasure in presenting this thirteenth Annual Report of the Ballarat Tramway Preservation Society Limited for the year ended 30th June, 1987.

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. We have continued to pay members to work for us during weekdays and this has allowed us to advance the restoration of Horse Tram No.1 and allowed 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 continued to pursue 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 - Paul McDonald.  
Melbourne Vice President - Peter Winspur.  
Treasurer - Carolyn Dean.  
Secretary - Stephen Butler.  
Board Members - Allan Bradley,  
Richard Gilbert,  
Paul Miller,  
Andrew Mitchell,  
Howard Stoney,  
Garry Wood.

## GENERAL MANAGERS REPORT

The year in review has been one in which we have made good headway in a number of areas. The continued running of our tramway on all advertised days is an achievement which can easily be overlooked. When time is taken to look, it is quite an achievement, as not only do we operate every Saturday and Sunday, but every day of the Begonia Festival, school holidays and every day from Boxing Day until early in February.

I would like to raise the point that the workload in running the trams is falling to a smaller number of members. The actual Traffic Staff roster is not decreasing in numbers, however while the number of qualified members is virtually static, a few of our qualified members are not appearing on the roster as regularly as they have in the past.

It is not unusual for some of these people to go 'over their three months' putting the Traffic Manager to inconvenience in having to requalify them. To turn up at least once in three months, even for a rostered Meal Relief, should be possible. To contact the Roster Clerk to cover a full day or meal relief, shown as 'Volunteer Required' is a great help. Though it is not a major problem in our operation, an extra four tram drivers on the Roster would see the work spread out and would be more satisfactory.

Any member of our Society, who has not expressed a desire to be trained as a Conductor, and then possibly as a Driver, is most welcome to contact us. Be assured the current Traffic Staff are not wishing to hog the positions which are open to all.

The tramcar maintenance section of our operation has shown wonderful progress through the year. The leadership of both Warren Doubleday and David Macartney is testimony of this. Our regular weekday workforce, Jackie Edwards, Garry Wood and David Macartney, has been responsible for much progress performed in a professional way.

In particular, the Horse Tram is a credit to these workers and to walk into the depot and see the frame of a 'new' tram taking shape and the dovetailing of 100 year old parts to it, shows the value of these weekday workers. Of course the routine maintenance carried out by volunteer members is a major factor and Trams No.26, No.13 and the museum are fine examples of this.

The works section has seen the construction of our new Crew Room. The Office area will be completed as the museum construction continues. John Phillips and David Tidy have placed a lot of effort into the Crew Room construction.

The Society regularly receives the newsletter of the Museums Association of Victoria, as we are a member of this Association. This newsletter is most useful as it offers ideas and information on the most suitable display techniques for our proposed museum.

The workshop museum visit during the C.O.T.M.A. Conference in Adelaide was most appreciated and informative. Our museum of archives has always been regarded with as much priority as the operating side of our tramway. The State Government,

through the Ministry of the Arts, made a further grant of \$2000 towards our museum, this year in review. Garry Wood, when not working on the Horse Tram, has been initiating and undertaking most of the work on the conversion of Tram No.39.

The biennial conference of the Council of Tramway Museums of Australasia was held in Adelaide during October, 1986. It provided the usual good venue for contact among the tramway museums of Australasia. Other than the planned workshops, the usual exchanges of hardware occurred and small deals were made between museums.

A major point of progress for C.O.T.M.A. was the decision to incorporate the group under the Associations Act of Victoria. In respect of our Society, the extended stay in Ballarat and Melbourne by members of the Tramway Historical Society from Christchurch was most enjoyable.

In early 1986 our Society was approached by Newton Williams about the possibility of operating his newly built Cable Tram Grip Car with a fully restored Cable Trailer, owned and restored by Darryl Hawksworth, during the Ballarat Begonia Festival. The idea impressed us all and arrangements were made to operate the cars on our tramway.

The event was a great success, as the traffic figures show, we all had a great time and our Society made two new friends in Darryl and Newton.

Our members newsletter "Fares Please!" has been held to a high standard by Paul Miller. The Board decided to commence 1986 with a new format newsletter and Paul initiated the design and has edited each edition. We are interested in printing photographs in "Fares Please!" as well as submissions from members. If you know of reasonably priced printing establishments or have access to 'screening photographs' we would like to hear from you.

The sales department has continued to satisfy the demand for souvenirs of railway and tramway interest. New stock produced this past year was the 'K' class locomotive badge, a redesigned teaspoon of Tram No.27, a Cable Tram badge, a reprint of the Ballarat Horse Tram by-laws and a car sticker.

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

Robert Paroissien, our Auditor, has again been most helpful 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.

The Board of Management has been cohesive and progressive during the year and it is a pleasure to be part of this progressive transport museum. Above all the museum is to be shared and enjoyed by all members and we welcome contact from members in the various areas outlined above.

Richard Gilbert  
General Manager

## ENGINEERING MANAGERS REPORT

Progress in the restoration of Museum trams and the construction of facilities at the depot has continued in an excellent manner throughout the year. The remaining CEP funds were expended during the year. The most ambitious project yet undertaken by the Society, the restoration of Horse Tram No.1 back to operational condition was commenced in March 1987.

No cars were acquired during the year.

### 1. TRACK

Resleepering of No.2 and 3 roads was carried out during the year, using new sleepers. The points leading into No.1 road were removed and No.2 road straight railed. Other track maintenance was carried out as required around the depot.

To operate the cable car service, a full restoration of the point mechanism at both ends of the loop was needed, in order to operate them on a proper basis and not only in a trailable mode.

One benefit of operating the cable car service, was that it determined the track to be more than suitable for the operation of the horse car. Concern had been expressed that difficulties could be encountered because of the small flanges provided on the wheels of cable cars. No difficulties were encountered at all as we both pulled and pushed the cable trailer around the depot fan and along Wendouree Parade. Similarly, the grip car did not encounter any problems.

### 2. BUILDINGS

The construction of the mess room continued slowly during the year. By the end of the year, only the fitting of the sliding door, some architrave work and cleaning up remained to be done. Works carried out on there mess room were the installation of wall panelling, kitchen cupboards, lighting, power and wall tiling.

Around the depot, maintenance work was carried out as required. The most expensive item to be replaced was the hot water heater, as the original one gave up and developed excessive leaks.

### 3. OVERHEAD

Maintenance work was carried out throughout the year, around both the depot fan and across Wendouree Parade. A wood block in a section insulator on the access track failed due to excessive age. This was subsequently replaced with a new wooden section.

### 4. TRAMCAR MAINTENANCE AND RESTORATION

The significant events in the restoration of our car fleet were the:-

- . commencement of the restoration of Horse Tram No.1,
- . virtual completion of the restoration of the body of No.26, and commencement of work to replace its wheels, and
- . completion of the mechanical restoration of No.13.

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

Tram No.1 - A detailed report prepared at the end of the Financial year is forwarded with the Annual Report. At the end of June, the underframe of the car was complete with brake mechanism and bracing. Floor boards have been fixed to the end platforms. Other work, such as new window frames are well on the way. While the car itself may be relatively small, compared to the electric car, it is giving the restoration team valuable experience in car construction.

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

Tram No.13 - The mechanical restoration of the car was completed during the year, and the car is now in full operational condition in this respect. Some body repairs remain to be done, before the car can be returned to service. A repaint will be carried out when time allows. At present, work is being concentrated on Nos. 1 and 26.

Tram No.14 - Car in regular service, and receiving attention on a scheduled basis.

Tram No.18 - Car in regular service, and receiving attention on a scheduled basis.

Tram No.26 - The restoration of the car body is virtually complete. Outstanding is the finishing off of the some minor components and revarnishing the interior. Painting has largely been completed, except for the final touch up.

Mechanical restoration of the truck is well underway, with the truck being almost fully dismantled. Cleaning up, repairs and refitting of these will be done after the new wheels are fitted.

Tram No.27 - Car in regular service, and receiving attention on a scheduled basis.

Tram No.28 - Following the recovering of the saloon seats, the car was used for about six months, then stored for the summer and autumn seasons. Regular maintenance has been carried out as required.

Tram No.32 - Car stored.

Tram No.33 - Following a period of storage, the car was returned to regular service, and has since received attention on a scheduled basis.

Tram No.38 - Car available for service, and receiving attention as required.

Tram No.39 - The conversion of this car to a museum display area, sponsored by Ministry of the Arts Grants, has continued, though slowed down since the commencement of the restoration of No.1. Such was its structural condition that quite extensive work has been found necessary on this car, to make it satisfactory just as a display area. Repainting of the exterior and interior has been commenced.

Tram No.40 - Car in regular service, and receiving attention on a scheduled basis.

Tram No.661 - Car in regular service, and receiving attention on a scheduled basis.

Tram No.671 - In use as the works car, although could be made ready quickly for passenger traffic if required, by removing some of the stored materials and cleaning up. The main time for use of this car is around the Begonia Festival when it transports the no parking signs, barriers and witches hats into position. Has received attention as required.

General - A servicable fleet of five single cars and three bogie cars have been maintained during the year. Only one or two incidents occurred where a car had to be changed over due to a fault. Even these were of a minor nature and were quickly repaired. The majority of the Society's resources, both labour and financial continued to be used for the restoration of tramcars.

The Board thanks to all those people who have contributed efforts to car restoration and fleet maintenance, and the various authorities and companies who have assisted during the year.

Warren Doubleday  
Engineering Manager

Peter Winspur  
Overhead Superintendent

Dave Macartney  
Curator

## TRAFFIC MANAGER'S REPORT

There were a few major highlights in what has been generally a quiet year. Dave O'Neil sold the 250,000th ticket to an unknown passenger on the 1.50 pm trip on Sunday 4th January 1987. Due to a total lack of organisation on the part of the Traffic Branch there was no ceremony to mark the occasion. Perhaps we will do better for the half millionth passenger! For the record, the tram was No.40.

Poor weather again kept the crowds away on so many weekends especially during the summer.

The highlight of the year was the running of the Cable Tram Set which stretched our staff to the limit during the Labour Day weekend. We were all rewarded by the tremendous interest shown by the public and by very heavy patronage despite unfavourable weather. The Cable Set carried 1227 passengers over the three days. A very complex staffing roster was very successful and gave most of us a chance to try our hands at everything from gripman to dispatcher and flagman. We maintained the electric service throughout and this involved complicated three way crosses at the loop on Labour Day. My thanks to all who worked so hard through the weekend.

Due to public demand, we ran the Cable Tram Set again on Easter Sunday, but appalling weather did not permit it to run out until 3 pm. In 2 1/2 hrs 156 people travelled.

Our thanks to Newton Williams and Darryl Hawksworth for making the cars available.

Trams ran for the entire fortnight of the Begonia Festival and patronage was very good at 3826, a figure far higher than any recent year. Monday the 9th was the best day for 1986/87 with 967 people riding.

The rearranged school holidays commenced this year and have affected our patronage this year as there are no longer holidays in May. The new mid-winter break was quite successful, but weather will be quite critical for us at this time.

The year saw two people join us as conductors, Melissa O'Neil and Pat Nixon. Unfortunately, Craig Tooke had to give up driver training temporarily and no new driver qualified during the year. We are always able to accommodate new Traffic Staff and enquiries are welcome.

There were 16 Charters during the year plus numerous specials catering from the use of 661 car by Swinburne Film School for the producing of a film to a Wedding Charter and a visit by the Vintage Train. During the Begonia Festival four school groups travelled on our regular services.

Tram No.13 ventured out into the parade on April 10th to become the eleventh tram to run under it's own power. It is still to enter revenue service. Eight trams ran in service, with 671 acting as a works car until we can find time to repaint it.

Fares were held at 80¢ and 40¢ despite increasing costs. Normal Charter rates were increased to \$40 on weekdays, but are always open to negotiation depending on circumstances.

A small band of regulars managed to keep us running for another 171 days. They would always appreciate further assistance from other members, whether it be in the form of company as Conductor on quiet days or to enable some of us to put more time into other areas of the Society's activities.

Peter Winspur  
Traffic Manager

1986/1987 OPERATING STATISTICS

Month	Days Run	Km Run	Pass Carried	Av. Pass per Km.	Av km per day	Av Pass per Day
July	10	205.4	295	1.44	20.54	19.5
August	17	520.0	1373	2.64	30.59	80.7
September	15	470.6	1216	2.58	31.37	81.1
October	10	273.0	664	2.43	27.30	66.4
November	12	390.0	972	2.49	32.50	81.0
December	13	527.8	1300	2.46	40.60	100.0
January	31	1359.8	4045	2.97	43.86	130.2
February	8	309.4	658	2.13	38.68	82.1
March	19	824.2*	4081	4.95	43.38	214.8
April	14	642.2@	2397	3.73	45.87	171.2
May	11	265.2	504	1.90	24.11	45.8
June	11	327.6	648	1.98	29.78	58.9
Totals	171	6115.2\$	18153	2.97	35.76	106.2
Overall Total	2217	96410.6\$	261828	2.72	43.49	118.1
Previous Year	181	6575.4	18953	2.70	44.13	104.7

TRAMCAR STATISTICS

1985/1986 TOTALS

PROGRESSIVE TOTALS

Car	Days Run	Hours Run	Km Run
13	2	1:10	5.2
14	39	189:19	1170.0
18	34	138:32	925.6
26	Nil	Nil	Nil
27	58	281:37	1874.6
28	19	86:54	543.4
33	28	131:15	868.4
38	8	16:30	130.0
40	13	61:56	499.2
661	9	12:38	70.2
671	11	9:05	28.6
Totals		928:56	6115.2
Prev Year		952:55	6575.4
593/ 171	6	24:06	72.8

Days Run	Hours Run	Km Run
2	1:10	5.2
624	2959:20	22560.2#
132	546:34	3715.4
231	1083:54	10103.6
758	3375:19	26031.2#
267	1160:44	8249.8
388	1783:05	12896.0
109	368:57	2646.8
233	861:35	7048.6#
80	219:47	1310.4
126	304:28	1843.4
	12664:53	96410.6#
6	24:06	72.8

Notes: # - plus 341.4 Km run in Melbourne.  
 \* - plus 64.4 Km run by Cable Cars.  
 @ - plus 8.4 Km run by Cable Cars.  
 \$ - plus 72.8 Km run by Cable Cars.  
 Kilometres run are calculated by the number of trips run multiplied by 2.6.

BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED.

Minutes of the Annual General Meeting held at the Tram Depot, Ballarat on Sunday, 12th October, 1986.

Meeting opened at 2.00 p.m. by the Chairman Mr. F. Hanrahan.

PRESENT: F.Hanrahan, R.Gilbert, C.Dean, W.Doubleday, K.Hanrahan, I.Kingsley, A.Bradley, D.Soden, H.Stoney, G.Wood, P.Miller, D.Macartney, S.Butler, T.Kruger, P.McDonald, P.Winspur, E.Chapman, G.Netherway, W.Kingsley, N.Netherway, D.O'Neil, M.O'Neil, A.Mitchell, G.Redman, J.Phillips, C.Giles, J.Edwards, L.Doull, N.Forster, I.Stanley, C.Hirst.

APOLOGIES: R.Sheedy, J.Withers, M.Withers, N.Gower, C.Jacobson, N.Kierath, R.Stevenson.

Moved D.O'Neil/G.Redman that apologies be accepted. Carried.

GUESTS: The Chairman introduced Simon Munro from the Tramway Historical Society, Christchurch, Noel Forster from Perth, former Ballarat Board Member, Secretary and Treasurer and Terry Turner from the Australian Electric Transport Museum, Adelaide.

MINUTES: The Secretary read the Minutes of the previous meeting.

Moved G.Netherway/W.Doubleday that the Minutes as read be accepted. Carried.

BOARD POSITIONS: The Chairman advised the meeting that as the number of nominations for the Board of Management equalled the number of positions there would be no election and the Candidates were hereby appointed to the positions. The Chairman spoke on the business of the retirement from the Board of Len Doull and he thanked Len for his work on the Board of Management. The Chairman then made a presentation to Len from the Board Members. Acclamation.

GENERAL MANAGER'S REPORT: Moved W.Kingsley/G.Netherway that the General Manager's Report as printed be accepted. Carried.

TRAFFIC MANAGER'S REPORT: Peter Winspur gave a verbal report in addition to presenting his written report.

ENGINEERING MANAGER'S REPORT: Warren Doubleday gave a verbal report in addition to presenting his written report.

TREASURER'S REPORT: Peter Winspur presented the Treasurer's Report on behalf of Carolyn Dean, who was not feeling well.

APPOINTMENT OF AUDITOR: Moved R.Gilbert/A.Mitchell that Mr. Robert Paroissien be re-appointed as Auditor for the ensuing year. Carried.

GENERAL BUSINESS: Bill Kingsley and George Netherway complimented the General Manager, Traffic Manager and Engineering Manager for their fine and cohesive reports. The meeting carried the compliments with acclamation.

Richard Gilbert, Co-operative Society Secretary, spoke on the state of the Society Co-operative stating that the financial position was good and the loan for the new Depot building will be paid off in four years.

Stephen Butler spoke on the Sales department and presented some new souvenir items recently added to our stock. Stephen Butler thanked BTV Channel 6 and the Ballarat Courier for their support through the year.

Frank Hanrahan spoke on the restoration work done on Tram No.26 and thanked David Macartney, Jacki Edwards and Garry Wood for their excellent and devoted work. This was greeted with acclamation.

Howard Stoney advised Notice of Motion for the next Annual General Meeting. He intends to move that "the Age of Guarantee be lowered from 21 years to 18 years."

The Chairman, Frank Hanrahan, thanked everyone for their help during the year and for attending the meeting today. There being no further business he closed the meeting at 2.30 p.m.

AUDITORS REPORT TO THE MEMBERS OF  
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BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.  
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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, 1987 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 11th day of September, 1987.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

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ANNUAL REPORT OF THE DIRECTORS  
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Year Ended 30th June, 1987  
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Your Directors submit herewith the financial statements of the Society for the year ended 30th June, 1987, 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 \$10747 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.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

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ANNUAL REPORT OF THE DIRECTORS (Cont'd)  
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Year Ended 30th June, 1987  
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- (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  
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Mrs. C.D. Dean  
Director  
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Dated at Ballarat this 11th day of September, 1987.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

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STATEMENT BY THE DIRECTORS  
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Year Ended 30th June, 1987  
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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  
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Mrs. C.D. Dean  
Director  
-----

Dated at Ballarat this 11th day of September, 1987.

**BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.**

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Directors Name, Qualifications, Experience & Special Responsibilities  
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**Year Ended 30th June, 1987  
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Name	Qualification	Number of Years Experience Director	Special Responsibilities
Mr. F.D. Hanrahan	Electrician	14 Years	President Electrical Supply
Mr. P. McDonald	Program Co-Ordinator	7 Years	Vice President
Mr. P.R. Winspur	District Traffic Inspector	13 Years	Vice President Tram Operations
Mr. S.J. Butler	Computer Operator	6 Years	Secretary
Mrs. C.D. Dean	Tram Driver	10 Years	Treasurer
Mr. A.V. Bradley	Clerk	6 Years	Committee Member
Mr. R.C. Gilbert	Train Driver	14 Years	Committee Member
Mr. P. Miller	Taxi Radio Operator	1 Year	Committee Member
Mr. A.J. Mitchell	Labourer	6 Years	Committee Member
Mr. W.N. Stoney	Control Centre Operator	2 Years	Committee Member Membership Officer
Mr. G.J. Wood	Apprentice Technician	3 Years	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, 1987.

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 & Trackwork	5%
Electrical & Overhead Equipment	10%
Other Equipment	10%
Trams	5%

(c) Stock Valuation

All stocks are valued at the lower of cost or net realizable value.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

NOTES TO AND FORMING PART OF THE ACCOUNTS

NOTE 1

Summary of Significant Policies (Cont'd)

(d) 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**

**BALANCE SHEET AS AT 30TH JUNE, 1987**

1986

\$

**SOCIETY FUNDS**

**Accumulated Fund**

54706	Balance brought forward 30th June, 1986	65382
10676	Plus Surplus for Year	10747
-----		-----
\$65382		\$76129
=====		=====

**THESE FUNDS ARE REPRESENTED BY:-**

**Current Assets**

44	Cash in Hand	44
	Australia & New Zealand Banking Group Ltd.	
4878	- Cheque Accounts	1357
6626	- Term Deposits	9460
3526	Australia & New Zealand Savings Bank Ltd.	3908
1413	Debtors - Trade	783
335	- Other & Prepayments	167
4741	Stock on Hand (at lower of cost or sale value)	4908
-----		-----
21563		20627

**Less Current Liabilities**

151	Creditors - Trade	-
2880	B.T.P.S. Co-Operative Ltd. (Payable within 12 months)	2217
5100	Members Loans (Payable within 12 months)	5100
-----		-----
8131		7317
-----		-----
13432	<b>Working Capital</b>	<b>Forward</b>
-----		13310

BALLARAT TRAMWAY PRESERVATION SOCIETY  
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 BALANCE SHEET AS AT 30TH JUNE, 1987 (CONT'D)  
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1986			
\$			
13432	Working Capital	Forward	13310
	Plus Non Current Assets		
	Fixed Tangible		
97060	Tram Depot & Trackwork (at cost)	97185	
(54862)	Less Victorian Government Grant	54862	42323
(16549)	Less Provision for Depreciation		18663 23660
3201	Electrical & Overhead Equipment (at cost)	3201	
(2652)	Less Provision for Depreciation	2737	464
4101	Trams (at cost)	4100	
(978)	Less Provision for Depreciation	1183	2917
1631	Other Equipment (at cost)	1689	
(891)	Less Provision for Depreciation	1052	637
600	Motor Vehicles (at cost)	600	
(384)	Less Provision for Depreciation	450	150
3362	Museum Equipment (at cost)	3362	
(690)	Less Provision for Depreciation	879	2483
58305	Trams Restored (at cost)	70760	
(37336)	Less C.E.P. Scheme Grant	37336	33424
(487)	Less Provision for Depreciation	996	32428
53431	Investments		62739
	Shares (B.T.P.S. Co-Operative Ltd.)		
80	(800 \$1 shares paid to 10 cents each)		80
53511			62819
66943			76129
	Less Non Current Liabilities		
1561	B.T.P.S. Co-Operative Ltd. (Payable after 12 months)		-
\$65382			\$76129
=====			=====

**BALLARAT TRAMWAY PRESERVATION SOCIETY**

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**INCOME & EXPENDITURE ACCOUNT AS AT 30TH JUNE, 1987**  
 -----

1986

\$

**Income**

1961	Members Subscriptions	1872
67	Donations - General	170
223	- No. 11	135
1245	- Horse Tram	3851
2000	Grant - Ministry of Arts	-
1207	Interest Received	1363
-	Sundry Income	177
(829)	Surplus (Deficit) from Tram Car Operations (see attached statement)	(341)
2950	Surplus from Museum (see attached statement)	4470
5886	Surplus from Sales Department (See attached statement)	3318

-----  
 14710

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 15015

**Less Expenditure**

**Administrative**

1273	Telephone & Postage	1266
1566	Printing & Stationery	999
140	Advertising	90
52	Room & House Rental	868
87	Bank Charges & Duties	80
200	Legal Fees	-
304	General Expenses	323
99	B.T.P.S. Co-Operative Ltd. Expenses	-
117	Interest Paid	94
-	Rates	168
36	Depreciation of Office Equipment	95

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 3874

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 3983

**Other Expenses**

160	Subscriptions	285
-----	---------------	-----

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 4034

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 4268

-----  
**\$10676 Surplus for Year**

-----  
**\$10747**

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BALLARAT TRAMWAY PRESERVATION SOCIETY

-----  
 TRAM CAR OPERATIONS INCOME & EXPENDITURE ACCOUNT AS AT 30TH JUNE, 1987  
 -----

1986

-----  
 \$

Income

	Income		
11137	Fares		11086
400	Advertising		660
95	Interest Received		18
195	Rent Received		-
-	Sundry Income		15
11827			11779

Less Expenditure

	Less Expenditure		
756	Repairs & Maintenance - Depot & Trackwork		533
700	- Tram Cars		176
225	- Other Equipment		387
108	Motor Vehicle Expenses		367
(30)	Driver Training & Uniforms		60
933	Interest Paid		757
2087	Electricity		1892
3600	Insurance		4006
180	Tickets		180
1124	Advertising		717
2089	Depreciation - Depot & Trackwork		2113
86	- Electrical & Overhead Equipment		86
643	- Tram Cars		714
65	- Other Equipment		66
90	- Motor Vehicles		66
12656			12120

(\$829)	(Deficit) for Year	( \$341 )
=====	-----	===

BALLARAT TRAMWAY PRESERVATION SOCIETY

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MUSEUM INCOME & EXPENDITURE ACCOUNT AS AT 30TH JUNE, 1987  
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1986

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\$

Income

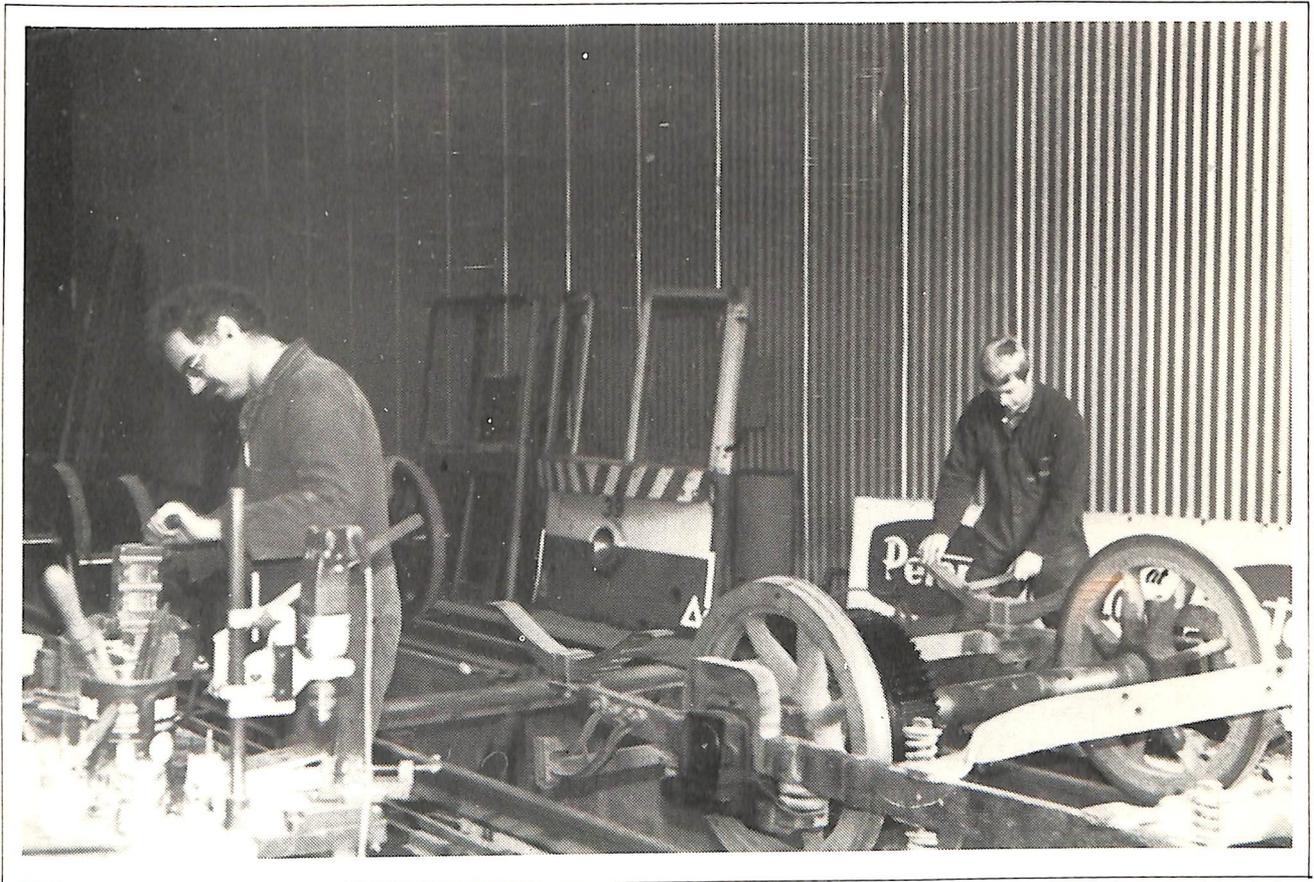
	-----	
3650	Donations	3602
-	Grant Received-	2000
3650		5602
	-----	

Less Expenses

	-----	
141	Advertising	90
21	General Expenses	-
117	Interest Paid	94
280	Electricity	274
-	Hire of Equipment	250
-	Repairs of Depot Trackwork	235
141	Depreciation of Display Tram & Stands	189
	-----	
700		1132
	-----	
\$2950	Surplus for Year	\$4470
	=====	=====

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SALES DEPARTMENT TRADING ACCOUNT FOR YEAR ENDED 30TH JUNE, 1987  
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	-----	
13053	Sales	10082
	-----	
	Less Cost of Goods Sold	
	-----	
5062	Stock on Hand 30/6/86	4741
6836	Purchases	6931
	-----	
11898		11672
4741	Less Stock on Hand 30/6/87	4908
	-----	
7157		6764
	-----	
5896	Gross Profit	3318
	-----	
10	Less Sundry Expenses	-
	-----	
\$5886	Surplus for Year	\$3318
	=====	=====



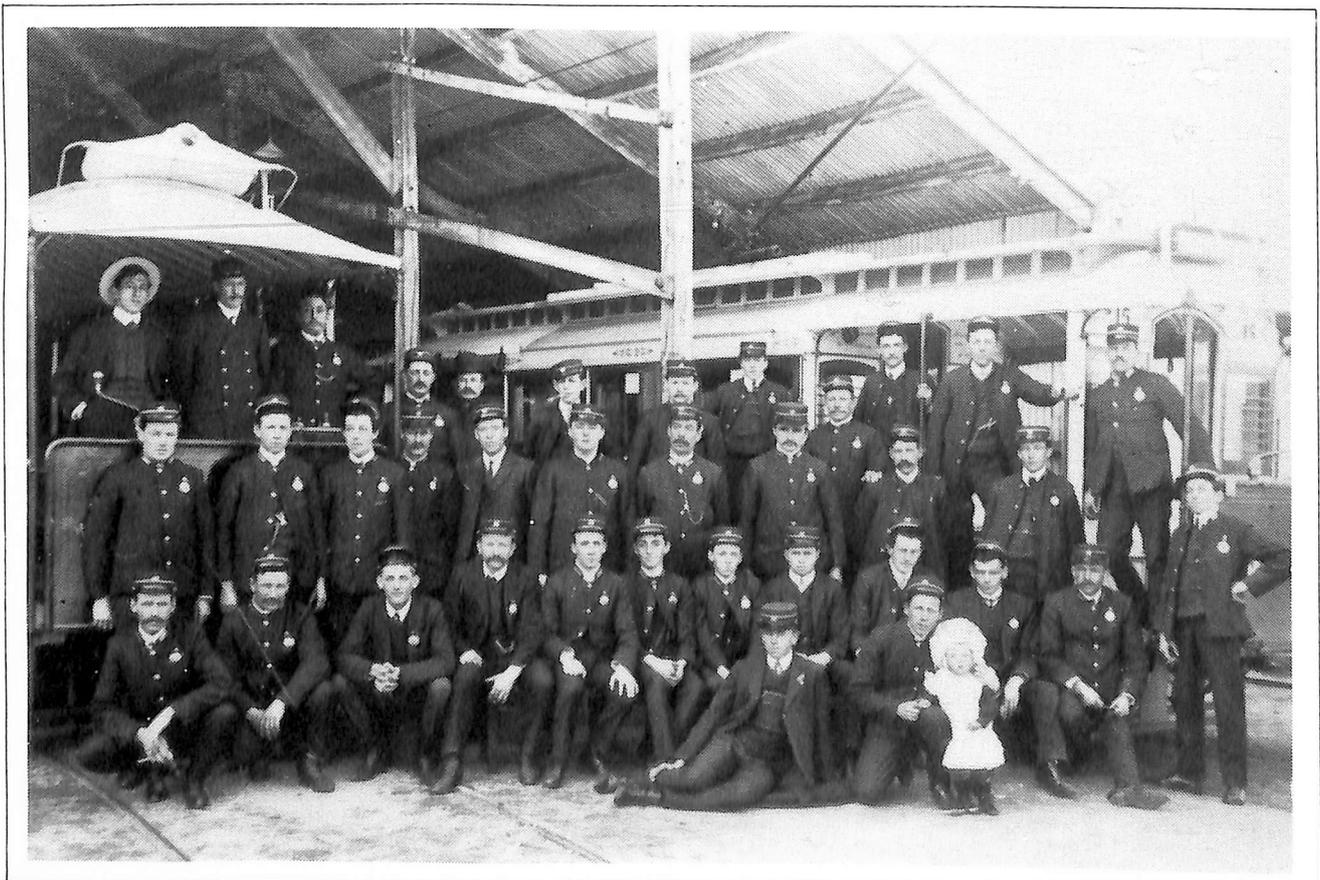
*The truck from under Number 26 is being fully restored. Warren Doubleday is filing the new axle brasses whilst Andrew Mitchell cleans around the springs.*



*The pies are hot, the tea is made and the new meal room is at last declared open. Those enjoying their first munch in the new room are:— (left to right) David Tidy, Peter Winspur, Warren Doubleday and Alan Bradley.*



*Exterior and interior advertising is an important facet of our operation. A typical example of our external roof advertising is this contribution by Telecom Australia. Telecom Australia is a major sponsor of our Horse Tram Restoration Project.*



*The electric trams had just commenced running when this photo of the Wendouree Parade Depot was taken. Circa 1905. The Depot was built for the horse trams in 1886 and was used until closure of the S.E.C. system in 1971.*