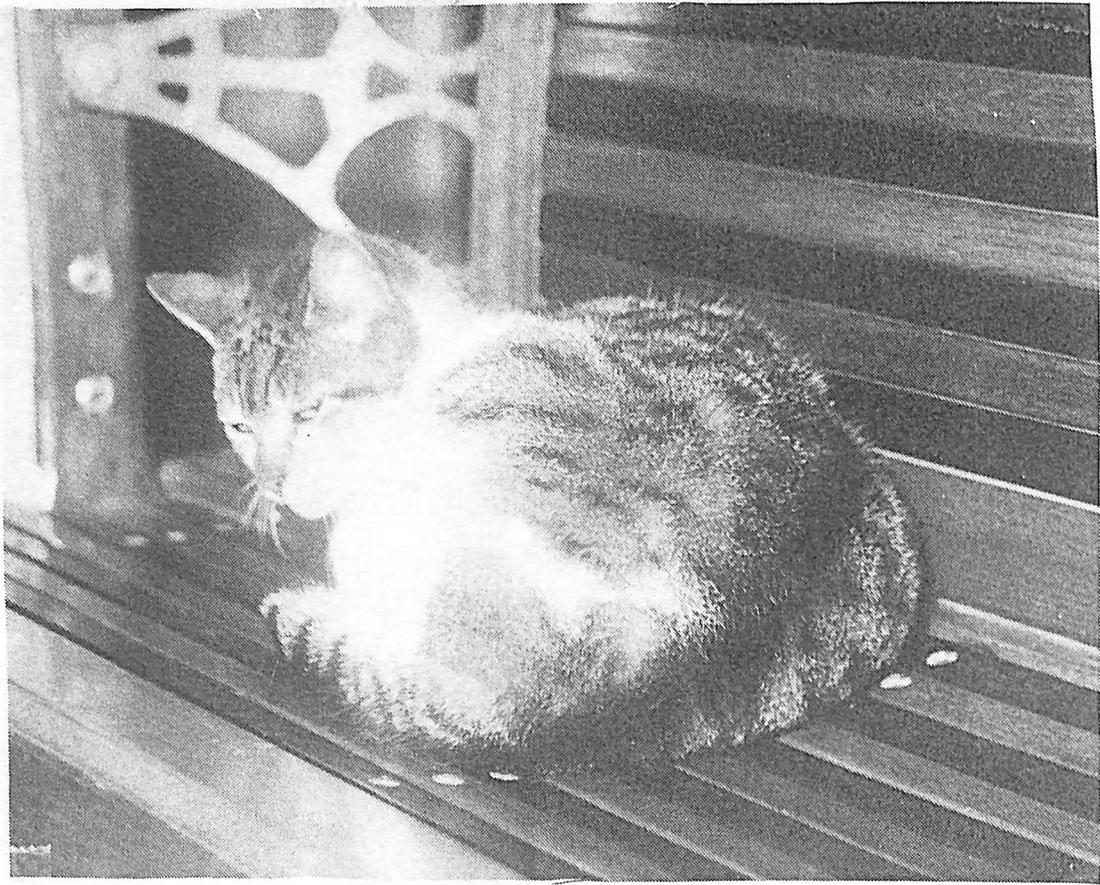


*W3 tram 661 on hire to Yapper Tours, running through the Bourke Street Mall, Melbourne on 29 April 1989. This was 20 years after the tram ceased regular operation in Melbourne when neither the Mall nor the 'Z' behind 661 existed.*

*WILLIAM F. SCOTT*

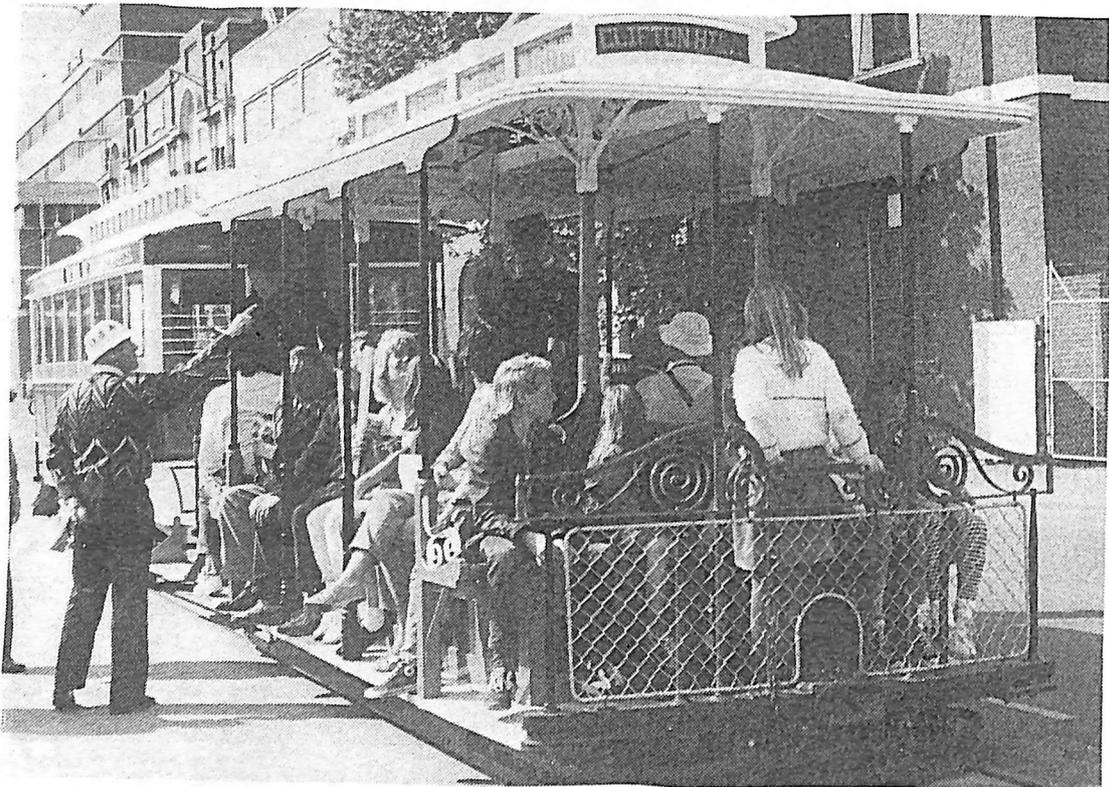
# **ANNUAL REPORT 1988-89**

## **BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED**



*"The wooden seats are most uncomfortable. I prefer the centre saloon padded ones, but they keep the doors closed." Life is hard for the depot cat.*

DAVID MACARTNEY



*The Aus-Steam festival at Spencer Street Station on 23 October 1988 kept our members busy operating the cable tram set. Daryl Hawsworth and Roy Sheedy are seen here about to commence another trip.*

JOHN PHILLIPS

# BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED

## ANNUAL REPORT 1988 - 1989

Dear Member,

Your Board has pleasure in presenting this sixteenth Annual Report of the Ballarat Tramway Preservation Society for the year ended 30 June 1989.

We have again operated the tramway and depot facilities with great enthusiasm. The restoration of the horse tram along with continual maintenance of the electric trams provide interest at the depot. The new crewroom and office have made conditions far more tolerable and efficient for conducting business. Progress is being made on the preparation of tram No. 39 as our museum display area. We were appreciative of the Victorian Ministry for the Arts for a further grant of funds to continue this project.

The Sales Department is quite important to providing revenue to our operation and aims to satisfy the requirements of tourists, in the area of souvenirs, and to serve the members with a supply of books, badges and photographs. Some new souvenir items were produced during the year.

Two major 'off line' activities occurred during the year. The Society operated the 'cable tram' set in Spencer Street, Melbourne as part of the Aus-Steam Festival and our W3 class tram No. 661 was transferred to Melbourne for another enthusiast group to operate tours around the Met system. Both these events have been most satisfying and allowed us to have some variety away from our usual operation.

The Board has continued to meet regularly throughout the year and the Administration has continued to operate the Society in a most satisfying manner.

Your Board for the year was:-

President	Frank Hanrahan
Ballarat Vice President	Paul McDonald
Melbourne Vice President	Peter Winspur
Treasurer	Carolyn Dean
Secretary	Richard Gilbert

Board Members	Alan Bradley	John Phillips
	Gregory Rodgers	Daryl Soden
	Peter Walker	Garry Wood
	Andrew Mitchell (Alternate)*	

\*Andrew Mitchell was appointed by the Board to act as an alternate Board Member for Garry Wood should he be unable to attend Board Meetings.

## GENERAL MANAGER'S REPORT

In looking back over the end of the Australian Bi-Centennial year and the first part of this calendar year, I am able to say that a lot has been achieved. The highlight of the Bi-Centennial arrangements, which involved the most input by our Membership, was the open day at Spencer Street Railway Station, Melbourne on 23 October 1989, where our members operated the cable tram set. The amount of effort required to transport the vehicles to and from Spencer Street and operate them for the pleasure of the public was well rewarded financially. The efforts to obtain permission and insurance to operate on the Met trackage were comprehensive in themselves. We thank Daryl Hawksworth and Newton Williams for making their cable tram set available once again. Our Sales department also had a bumper day.

Our horse tram project was boosted along financially in the Bi-Centennial year with grants from the Victorian Ministry for the Arts, \$1500, The Ballarat City Council, \$1000 and the Bi-Centennial Commission, \$500. The Board of Management sincerely thanks those organisations for the grants which have assisted the restoration project quite markedly.

The other major transport task undertaken during the year was the transfer of W3 class tram 661 to Melbourne. The Society was pleased to be approached by *Yapper Tours* with the proposal and we are all pleased, that to date, the efforts have been successful. The tram will stay in Melbourne until later this year to allow for more charters during the daylight saving period.

A social highlight of the year was the wedding of our Ballarat Vice President, Paul McDonald, to Melissa Phillips on 21 January 1989. We were pleased to be involved in providing two trams, suitably decorated, on which to entertain the guests to sherries and savouries between the church service and wedding breakfast.

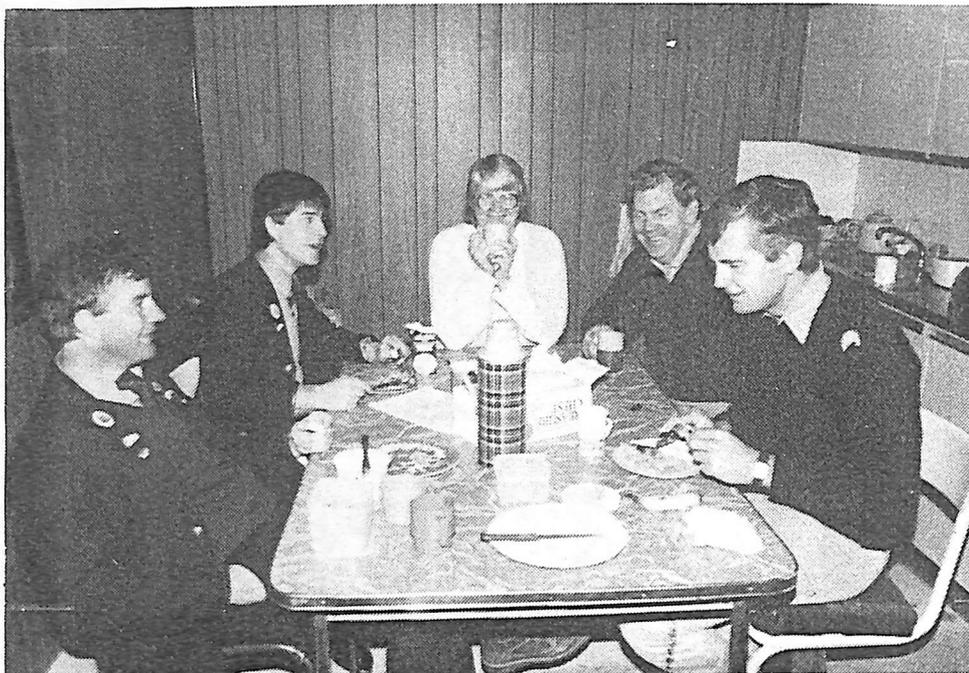
The tramcar maintenance section continued to maintain our fleet in a serviceable condition and restoration work continued on the horse tram. Further work was undertaken to convert tram No. 39 to a suitable housing for our museum and technical display. The work carried out on the horse tram is primarily undertaken by David Macartney and Jackie Edwards, with Warren Doubleday doing the metal work and managing the project. The work of these three people is commendable and I thank them for their input.

Peter Winspur has embarked on a project of raising the height of the overhead wire in the depot fan area to accommodate the operating aspect of the double deck horse tram. Peter has of course maintained the overhead wiring over the whole length of the line. This has been one year that he has needed to repair fallen wires and fittings caused by trolley poles dewiring or motor vehicles hitting our poles.

Warren Doubleday continues to lead all the construction and maintenance tasks in a professional and competent way.

The Traffic Branch has maintained its obligation of operating the trams on all the advertised days, along with some charter trips on non-operating days, and we can be proud of this achievement. We are still seeking Members to take part in operating the trams and would welcome them contacting the Traffic Manager.

Peter Winspur continues to lead the Traffic Branch in a professional and innovative way and I thank him for that.



Enjoying lunch in the new mealroom are; John Phillips, Phillip Bertram, Carolyn Dean, Peter Walker, and Peter Winspur. This facility has improved conditions immensely for our Volunteer Workers.

RICHARD GILBERT

We had a number of overseas visitors during the year, the largest group was the Group from Germany in April. A number of individual overseas visitors were also welcomed during the year.

Howard Stoney resigned from the position of Membership Officer and was also unavailable to type our Members newsletter *Fares Please* using his computer facility. Warren Doubleday has undertaken to type *Fares Please* and Greg Rodgers is sharing the membership task with Warren and Carolyn.

The Society is a member of the Museums Association of Australia, Victorian Branch, and receives its newsletter which we find informative and useful with many ideas that can be incorporated into our museum operation. The Society is also a member of Gold Central Tourism and the Council of Tramway Museums of Australasia.

At the close of the financial year Gold Central Tourism ceased to exist as a result of funding cutbacks. This will be a loss to the tourist operators and the tourists alike and we will work along with other tourist operators in our region, in an attempt to provide a co-ordinated tourist information centre.

The Society newsletter, *Fares Please*, was issued every two months and its standard of production was maintained. The Board realise it is, for a lot of Members, the only contact point they have with us and therefore all efforts are made to include as much news of Society activities as possible.

The Sales section has been busy satisfying demands of tourists and Members. During the year two new enamel badges were produced, one being of a V/Line 'G' class locomotive and the other being a V/Line road coach. A new postcard of our trams was produced and added to our variety of stock.

We recognise it is important for our Society to keep itself advertised before the public. The tourist market is quite competitive and comprehensive in our area and the Board recognises the need to have an advertising budget along with keeping an alert eye out for value for dollar advertising.

We contribute to a combined tourist attractions of the Ballarat area brochure and also advertise in regional publications. Over the Christmas period we undertook some paid time advertisements on local radio station 3BA. The Traffic Manager has reflected in his reports to the Board, on passenger figures, that numbers being down run parallel with a lack of advertising.

The Board has undertaken to produce a new brochure for tourist outlets this year and has entered into a contract for 'in unit' advertising in Ballarat motels.

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 interest. The Board of Management has had a busy and rewarding year and it has been a pleasure to work with them. Our tramway museum is to be shared and enjoyed by all the Members and we welcome contact from the Members.

Richard Gilbert  
General Manager

## ENGINEERING MANAGER'S REPORT

The year under review has seen steady progress on the establishment of society facilities and tramcar restoration although without neglecting the continual need for general maintenance of track, the depot and the trams themselves.

### Track

A number of broken joints and sections of bolt on flange which had broken away from the rail itself were repaired along part of Wendouree Parade, north of the loop. Around the depot, some miscellaneous maintenance was undertaken as well. To enable the easier dispatch and receipt of trams from road vehicles at the depot, the track to the rear of No. 5 road was extended to the Gillies St. footpath. This section of the track was later filled in with crushed rock to rail level to provide a roadway.

### Buildings

The new office area next door to the mess room was completed during the early part of the year. This enabled the open office area of the depot to be vacated. This old area has been temporarily used for photographic displays.



*Peter Walker and Roy Sheedy pay in their cash at the old office. This area has now become a photo display section of our Museum.*

RICHARD GILBERT

A start was made on re-sheeting the original portion of the depot in the bronze olive coloured sheeting of the newer portion of the depot. The wall section above the doors remains to be completed.

## Overhead

The beginning of the financial year saw one of the poles in Wendouree Parade, in the vicinity of the playground, hit and severely damaged by a car. The SEC subsequently replaced the pole and the BTPS supplied a new bracket arm to replace the previous one, which was of a special type requiring the pole to be machined to accommodate the pole collar.

The bracket arm at depot junction was also replaced, following SEC works to replace the overhead power lines with a trial section of bundled cable.

Apart from general maintenance and repairs to the overhead following dewirements, work to lift the overhead in the vicinity of the depot has been undertaken.

## Tramcar Maintenance and Restoration

Work on the trams has been concentrated primarily on the restoration of the Horse Tram, which by years end was starting to resemble a single deck horse tram. Although restoration or extensive maintenance work was not carried out on all of the cars, their status is reported.

Tram No. 1 - The restoration of the car has steadily progressed throughout the year. At the start of the year, the side panels had just started to be fitted into position. By 30 June 1989, the end aprons had started to take shape, internal panelling had been completed, the sliding doors refitted, roof slats prepared and cover strips fitted. The work is a credit to our personnel, who are utilising or learning new techniques that will be very useful in the future restoration of trams.

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

Tram No. 13 - Since its return to service, the car has been run in, with the numerous minor faults that appear when a car has not been used for many years, fixed as they occurred. The car body has not as yet been repainted. It remains the first candidate for a body repaint when work on the horse tram is nearing completion.

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 - Car in regular service, and receiving attention on a scheduled basis.

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

Tram No. 28 - Car in regular service, and receiving attention on a scheduled basis.

Tram No. 33 - Extensive work was undertaken on this car during the early part of the year. All the major windows were removed, repaired and repainted. A mechanical tone up was also given to the car. Otherwise car in regular service, and receiving attention on a scheduled basis.

Tram No. 38 - Car in limited use, but receiving attention and service as required.

Tram No. 39 - Restoration of this car to serve as a future museum display area was continued during the year. A maximum traction truck was fitted with a cut open display motor. The two bogie cable tram trucks on which the car was sitting were removed by lifting the car and replacing these with the display bogie at the front of the depot and metal stands at the rear of the car. The car has been externally repainted, except for the detailed lining out and the windows refitted.

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

Tram No. 661 - With the transfer of this car to operate charters in Melbourne, some extensive preparatory work was undertaken. This involved touching up the paintwork of the car, repainting the trucks and roof and changing over one of it's trucks. When the car was originally delivered to the depot, a spare truck was used at one end due to the delivery problems. This truck had a wheel profile that was not quite acceptable to the MTA. The proper truck was cleaned up, serviced and refitted. While in Melbourne, the car has been regularly serviced and the paintwork touched up following an incident in St Georges Rd. where the tram struck a car that had passed through a red light.

Tram No. 671 - Car continues to remain in use as a works car, although it was used on a couple of occasions as a service car at the times of visits by groups. A damaged lifeguard was replaced during the year, otherwise receives attention on a scheduled basis.

General - The fleet of serviceable cars during the year remained at eleven, counting 661 which was in Melbourne for part of the year. Very few problems were encountered with the serviceable cars during the period under review.

The Board thanks all of those people who have contributed their 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

After reading last year's annual report, I have found it difficult to report on many new developments during the past year. No new trams entered service this year. Except in the area of patronage, it has been a steady year during which we continued to provide visitors to Ballarat with a ride back in time. We tend to forget the Tramway is one of Ballarat's major tourist attractions.

The tramway operated every Saturday, Sunday and holiday during the year, but generally poor weather and a drop in the number of tourists contributed to a fall in patronage. It is also felt that our advertising has fallen away somewhat and steps are being taken to remedy this. The closure of Gold Centre Tourism, the tourist promotion organisation for the region, is a cause for concern.

The greatest highlight for the year took place in Melbourne. On an invitation from Aus-Steam, we operated the Cable Tram set in Spencer St. on Sunday 23 October in conjunction with a major transport display of all types of transport vehicles. In less than six hours we carried 1317 passengers. The proceeds were donated by the Traffic Branch to the restoration of Horse Tram No. 1. Our thanks to Newton Williams and Daryl Hawksworth for making the day possible.

The most pleasurable event of the year was the wedding of our Vice President Paul McDonald. Paul chartered trams 38 and 40 on which guests enjoyed pre-Wedding Breakfast drinks and savouries whilst trundling up and down Wendouree Parade on a sunny late Saturday afternoon (21 January). Paul and Melissa were persuaded to join the trams after their photo session in the Gardens and arrived at Lake Lodge in style. A most enjoyable evening ensued.

The 1989 Begonia Festival was held over nine days from Saturday 11 March. We operated every day. The busiest day was Sunday 12 March with 692 passengers. Our weekday running was very successful with 450 passengers over four days. March proved to be a very busy month with Easter and the school holidays as well.

Generally, the four term school holidays has not been kind to us, as we have lost the May school holidays which were usually very busy. Patronage in June/July is very poor as the Ballarat Gardens are not the most desirable place to visit in midwinter. The tramway ran on all school holidays.

Special thanks to Stephen Butler for operating on Christmas Day. There is very little for people to do after Christmas Dinner and we have had many compliments from visitors for the service. Unfortunately, a massive downpour emptied the Gardens this year in the middle of the afternoon.

Eighteen charters were run during the year, including nine primary school groups on weekdays. A major effort on Thursday,

20 October saw six trams operated for a group of English visitors who were travelling as part of Aus-Steam. On Sunday, 9 April, a group of 34 German railfans visited and five trams were operated. They overwhelmed our Sales staff.

After extensive negotiations with a Melbourne enthusiast group *Yapper Tours*, it was agreed to lease tram 661 to them to operate a number of tours in Melbourne to celebrate 20 years since the W3 class was withdrawn from service. There is no member of this class left in Melbourne. 661 was loaded on Wednesday, April 5 in pouring rain. Several successful tours have been run, travelling over most of the Melbourne system. The condition of the car has received universal praise. At the time of writing it is still in Melbourne and will run further tours later in 1989. The operating statistics for this car while in Melbourne have yet to be determined, and have not been included in this year's Operating Statistics.

Two new drivers were qualified during the year. Peter Walker and Roy Sheedy both have subsequently made major contributions towards keeping the tramway operating. My thanks to our small band of very dedicated Traffic Staff without whom the whole operation would not be possible.

Peter Winspur  
Traffic Manager



*On Friday, 20 August 1971, the weekend of the first tram route closure, a freak hailstorm struck. The depot area was white with hailstones.*

RICHARD GILBERT

## 1988/89 OPERATING STATISTICS

Month	Days Run	Km Run	Pass Carried	Av Pass per km	Av Km per day	Av Pass per day
July	16	442.0	828	1.87	27.63	51.8
August	8	221.0	342	1.55	27.63	42.8
September	18	634.4	1346	2.12	35.24	74.8
October	14	494.0	1264	2.56	35.29	90.3
November	11	358.8	949	2.64	32.62	86.3
December	15	491.4	1491	3.03	32.76	99.4
January	31	1305.2	3674	2.81	42.10	118.5
February	8	288.6	811	2.81	36.08	101.4
March	19	1068.6	4516	4.23	56.24	237.7
April	12	434.2	1124	2.59	36.18	93.7
May	8	252.2	466	1.85	31.53	58.3
June	15	436.8	772	1.77	29.12	51.5
Totals	175	6427.2	17583	2.74	36.73	100.5
Overall Totals	2398	109317 <sup>#</sup>	298477	2.73	45.59	124.5
Previous Year	177	6479.2 <sup>#</sup>	19066	2.94	36.61	107.7

## TRAMCAR STATISTICS

Car	1988/1989 TOTALS			PROGRESSIVE TOTALS		
	Days Run	Hours Run	Km Run	Days Run	Hours Run	Km Run
13	22	98:19	603.2	35	130:19	751.4
14	41	186:50	1222.0	691	3270:03	24596.0
18	42	181:35	1136.2	221	936:45	6271.2
26	30	120:21	954.2	298	1390:07	12539.8
27	25	105:45	725.4	798	3543:39	27079.0
28	16	79:14	468.0	301	1331:18	9287.2
33	27	120:31	787.8	459	2113:37	15022.8
38	12	9:29	62.4	134	398:22	2823.6
40	13	35:35	262.6	253	922:38	7480.2
661	13	32:26	176.8	102	265:08	1567.8
671	9	6:04	28.6	141	315:27	1898.0
Totals		976:09	6427.2		14617:23	109317.0 <sup>#</sup>
Prev. Year		976:21	6479.2			

# - plus km run in Melbourne

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

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

(Incorporated in Victoria)

STATUTORY REPORTS

ANNUAL REPORT OF THE DIRECTORS

Year Ended 30th June, 1989

Your Directors submit their report for the year ended 30th June, 1989 made in accordance with a resolution of the Directors.

Directors

The names and details of the Directors of the Company in office at the date of this report are:-

<u>Name</u>	<u>Qualification</u>	<u>Number of Years Experience Director</u>	<u>Special Responsibilities</u>
Mr. F.D. Hanrahan	Electrician	16 Years	President Electrical Supply
Mr. P. McDonald	Program Co-Ordinator	9 Years	Vice President
Mr. P.R. Winspur	District Traffic Inspector	15 Years	Vice President Tram Operations
Mr. R.C. Gilbert	Train Driver	16 Years	Secretary/Manager
Mrs. C.D. Dean	Tram Driver	12 Years	Treasurer
Mr. A.V. Bradley	Clerk	8 Years	Board Member
Mr. W.A. Doubleday	Project Manager	2 Year	Engineering Manager Board Member
Mr. A.J. Mitchell	Train Conductor	8 Years	Board Member
Mr. P.N. Walker	Manager Technical Services	2 Year	Board Member Membership Officer
Mr. G.J. Wood	Technician	5 Years	Board Member Telephone Communications

Interest in Contracts or Proposed Contracts with the Company

None of the Directors are involved with any other company with whom this Company has a material contract to supply goods.

Principal Activities

The principal activity of the Society in the course of the financial year was to promote and operate a tramway museum and there was no significant change in the nature of the Society's activities during the year.

Results and Dividends

The Total Surplus of the year was \$8414.

The Articles of Association specifically prohibit the payment of any dividends.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

ANNUAL REPORT OF THE DIRECTORS (Cont'd)

Year Ended 30th June, 1989

Review of Operations

Financial

The Society sustained a lower Surplus for the year, brought about by less donations being received particularly for the Horse Tram. Also depreciation increased because of the number of trams returned to service after restoration.

The Surplus for the year was made up as follows:-

Surplus from Administration	1957
(Deficit) from Tram Car Operations	(822)
Surplus from Museum	1557
Surplus from Sales Department	5722
	-----
	\$8414
	=====

Staffing

The small staff employed by the Society continued during the year to enable the continuation of tram restoration.

Significant Changes in the State of Affairs

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.

Significant Events after the Balance Date

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.

Likely Developments and Expected Results

There are no likely developments that will affect the operations of the Society, the results of the operations or the state of affairs of the Society in the subsequent financial year.

Directors Benefits

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.

Directors

All Directors retire under the Articles of Association and Mrs. C.D. Dean, and Messrs. P. McDonald, P.R. Winspur, R.C. Gilbert, A.V. Bradley, A.J. Mitchell, P.N. Walker being eligible offer themselves for re-election.

Mr. R.C. Gilbert  
Director  
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Mrs. C.D. Dean  
Director  
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Dated at Ballarat this 9th day of September, 1989.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

PROFIT & LOSS ACCOUNT FOR ENDED 30TH JUNE, 1989

<u>1988</u>		<u>Notes</u>
<u>\$</u>		
<u>\$32824</u>	Operating Revenue	<u>\$41356</u>
4440	Operating Profit	8414
Nil	Income Tax attributable to Operating Profit	Nil
4440	Operating Profit after Income Tax	8414
Nil	Profit on Extraordinary Items	Nil
Nil	Income Tax attributable to Profit on Extraordinary Items	Nil
Nil	Profit on Extraordinary Items after Income Tax	Nil
4440	Operating Profit and Extraordinary Items after Income Tax	8414
76129	Retained Funds at the beginning of the financial year	80569
<u>\$80569</u>	Retained Funds at end of financial year	<u>\$88983</u>

BALANCE SHEET AS AT 30TH JUNE, 1989

<u>CURRENT ASSETS</u>		
14649	Cash	21482
994	Receivables	715
3817	Inventories	5118
<u>19460</u>	TOTAL CURRENT ASSETS	<u>27315</u>
<u>NON-CURRENT ASSETS</u>		
80	Investments	80
65769	Tram Shed, Plant, Equipment & Trams	65327
<u>65849</u>	TOTAL NON-CURRENT ASSETS	<u>65407</u>
<u>85309</u>	TOTAL ASSETS	<u>92722</u>
<u>CURRENT LIABILITIES</u>		
4740	Creditors and Borrowings	3739
<u>4740</u>	TOTAL CURRENT LIABILITIES	<u>3739</u>
Nil	TOTAL NON-CURRENT LIABILITIES	Nil
<u>4740</u>	TOTAL LIABILITIES	<u>3739</u>
<u>\$80569</u>	NET ASSETS.	<u>\$88983</u>
<u>MEMBERS' EQUITY</u>		
80569	Retained Funds	88983
<u>\$80569</u>	TOTAL MEMBERS' EQUITY	<u>\$88983</u>

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

STATEMENT OF SOURCES AND APPLICATIONS OF FUNDS

<u>1988</u>		<u>Notes</u>	
\$			
	Funds from Operations:-		
32824	Inflows of Funds from Operations	3	41356
23884	Outflows of Funds from Operations		28516
<u>8940</u>			<u>12840</u>
	Reduction in Assets:-		
	Current Assets		
120	Cash	6006	
-	Receivables	279	
1091	Inventories	-	6285
	Non Current Assets		
150	Scrapping of Motor Vehicle		-
	Increase in Liabilities:-		
	Current Liabilities		
-	Cash		79
<u>\$10301</u>	<b>TOTAL SOURCE OF FUNDS</b>		<u>\$19204</u>
	Increase in Assets:-		
	Current Assets		
-	Cash	12840	
44	Receivables	-	
-	Inventories	1301	14141
	Non Current Assets		
6115	Trams Restored	3983	
1565	Museum Equipment	-	3983
	Reduction in Liabilities:-		
	Current Liabilities		
2577	Repayment of Loans		1080
<u>\$10301</u>	<b>TOTAL APPLICATIONS OF FUNDS</b>		<u>\$19204</u>

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 30th JUNE, 1989

1. Summary of Significant Policies

The Society's financial statements have been drawn up in accordance with the accounting standards of the Australian Accounting Bodies approved accounting standards and the requirements of the Companies (Victoria) Code. They have been prepared in accordance with the historical cost convention except for certain assets which are at valuation. The accounting policies adopted are consistent with those of the previous year.

(a) Depreciation

Depreciation is provided on a straight line basis on all tangible fixed assets, other than freehold land, at rates calculated to allocate their cost or valuation less estimated residual value, against revenue over their estimated useful lives.

Where it has been impossible to determine the cost of an asset, the Directors' valuation has been used as the basis for calculating depreciation.

Major depreciation periods are:-

Depot & Trackwork	20 years
Electrical & Overhead Equipment	10 years
Other Equipment	10 years
Trams	20 years
Tram Restoration Costs	20 years

Additions and disposals are depreciated for six months in the year of acquisition or disposal.

(b) 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.

(c) Inventories

Inventories are valued at lower of cost and net realisable value, and include all costs incurred in bringing it to Society's store.

(d) Employee Benefits

Charges have been made against profits for amounts expected to be paid to employees for accrued annual leave and long service leave. Amounts accrued which represents vested entitlements are shown as current liabilities. Amounts accrued for long service benefits which have not been vested are shown as non-current liabilities and are calculated on the basis of the unvested rights of employees who have passed their sixth year of employment.

**BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.**

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 30th JUNE, 1989 (Cont'd)

**2. Summary of Departments**

	Administration		Tram Car Operations		Sales		Museum	
	1988	1989	1988	1989	1988	1989	1988	1989
Members								
Subscriptions	1872	2133	-	-	-	-	-	-
Fares	-	-	13387	15847	-	-	-	-
Advertising	-	-	1044	601	-	-	-	-
Sales	-	-	-	-	9052	13466	-	-
Donations	424	1945	-	-	-	-	3648	3809
Interest	1553	1596	-	-	-	-	-	-
Grant	-	-	-	-	-	-	1600	1500
Sundry	-	72	244	387	-	-	-	-
<b>Total Income</b>	<b>\$3849</b>	<b>\$5746</b>	<b>\$14675</b>	<b>\$16835</b>	<b>\$9052</b>	<b>\$13466</b>	<b>\$5248</b>	<b>\$5309</b>
Less Expenditure								
Administrative Expenses	3341	3304	-	-	-	-	-	-
Operation Expenses	-	-	11583	13381	-	-	2917	3458
Cost of Sales	-	-	-	-	5140	7744	-	-
Interest	78	26	621	208	-	-	77	26
Subscriptions	127	369	-	-	-	-	-	-
Depreciation	90	90	4142	4068	-	-	268	268
<b>Total Expenses</b>	<b>\$3636</b>	<b>\$3789</b>	<b>\$16346</b>	<b>\$17657</b>	<b>\$5140</b>	<b>\$7744</b>	<b>\$3262</b>	<b>\$3752</b>
<b>Total Profit (Loss)</b>	<b>\$213</b>	<b>\$1957</b>	<b>(\$1671)</b>	<b>(\$822)</b>	<b>\$3912</b>	<b>\$5722</b>	<b>\$1986</b>	<b>\$1557</b>

**3. Operating Profit and Inflows and Outflows of Funds From Operations**

1988

\$

The operating Profit before income tax is arrived at after:  
Charging / (Crediting) the following items:

2534	- Plant & Equipment and Trams	2460
1966	- Buildings	1966
776	Other persons/corporations	260
====		====

Included in the operating profit are the following items of operating revenue:

9052	Sales Revenue	13466
2296	Members Subscriptions & Donations	4150
14675	Tram Car Operations	16835
5248	Museum Donations & Grant	5309
1553	Interest:- Other Persons/Corporations	1596
====		====
<b>\$32824</b>	<b>Operating Revenue and Inflow of Funds from Operations</b>	<b>\$41356</b>
=====		=====

**4. Funds from Operations**

The reconciliation of group operating Profit before Income Tax to funds from operations is as follows:-

4440	Group operating Profit	8414
4500	Amortisation and Depreciation	4426
====		====
<b>\$8940</b>	<b>Funds From Operations</b>	<b>\$12840</b>
=====		=====

**5. Receivables (Current)**

994	Trade Debtors	715
Nil	Provision for Doubtful Debts	Nil
====		====
<b>\$994</b>		<b>\$715</b>
=====		=====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 30th JUNE, 1989 (Cont'd)

6. Inventories (Current)

\$3817 =====	Finished Goods at cost	\$5118 =====
-----------------	------------------------	-----------------

7. Investments (Non-Current)

\$80 ==	Shares in B.T.P.S. Co-operative Society at cost	\$80 ==
------------	---	------------

8. Tram Depot, Plant, Equipment & Trams

97185 54862 ----- 42323 20778 ----- \$21545 =====	Tram Depot & Trackwork at cost Less Victorian Government Grant  Provision for Depreciation  Written down amount of Tram Depot Trackwork at cost	97185 54862 ----- 42323 22895 ----- \$19428 =====
3201 2824 ----- \$377 =====	Electrical & Overhead Equipment at cost Provision for Depreciation  Written down amount of Electrical Overhead Equipment at cost	3202 2910 ----- \$292 =====
4100 1387 ----- \$2713 =====	Trams at cost Provision for Depreciation  Written down amount of Trams at cost	4100 1593 ----- \$2507 =====
76875 37336 ----- 39539 2695 ----- \$36844 =====	Trams Restored at cost Less C.E.P. Grant  Provision for Depreciation  Written down amount of Trams Restored at cost	80858 37336 ----- 43522 4320 ----- \$39202 =====
1689 1179 ----- \$510 =====	Other Equipment at cost Provision for Depreciation  Written down amount of Other Equipment at cost	1689 1304 ----- \$385 =====
200 200 ----- Nil =====	Motor Vehicles at cost Provision for Depreciation  Written down amount of Motor Vehicles at cost	200 200 ----- Nil =====
4927 1147 ----- \$3780 =====	Museum Equipment at cost Provision for Depreciation  Written down amount of Museum Equipment at cost	4928 1415 ----- \$3513 =====
188177 54862 37336 ----- 95979 30210 ----- \$65769 =====	Total Tram Depot, Plant, Equipment & Trams at cost Less Victorian Government Grant C.E.P. Scheme Grant  Provision for Depreciation  Written down amount Total Tram Depot, Plant, Equipment & Trams at cost	192162 54862 37336 ----- 99964 34637 ----- \$65327 =====

Trams donated to the Society have not been valued and therefore have no value included in the financial accounts.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 30th JUNE, 1989 (Cont'd)

9. Creditors and Borrowings (Current)

Nil	Bank Loans	79
4740	Other Loans	3660
<u>-----</u>		<u>-----</u>
\$4740		\$3739
<u>=====</u>		<u>=====</u>

10. Members Funds

\$80569	Members Retained Funds	\$88983
<u>=====</u>		<u>=====</u>

12. Capital Expenditure Commitments

	Estimated capital expenditure contracted for at balance date but not provided for, payable not later than one year after the end of the financial year	
Nil		Nil
<u>===</u>		<u>===</u>

13. Lease Expenditure Commitments

	Lease Expenditure commitments in future years	
Nil		Nil
<u>===</u>		<u>===</u>

14. Contingent Liabilities

	There no known contingent liabilities	
Nil		Nil
<u>===</u>		<u>===</u>

15. Subsequent Events

There has been no events since the end of the financial year that will alter the normal course of the operations of the Society.

16. Remuneration of Directors

The Articles of Association specifically prohibit payment of Directors Fees.

17. Auditors Remuneration

	Amount received or due and received by the auditors:	
Nil	auditing accounts	Nil
Nil	other services	Nil

18. Segment Information

- (a) Industry Segment - to promote and operate a tramway museum
- (b) Geographical Segment - the Society operates only within Australia.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

STATEMENT BY THE DIRECTORS

Year Ended 30th June, 1989

In accordance with a resolution of the Directors of Ballarat Tramway Preservation Society Ltd. we state that:-

(1) In the opinion of the Directors:-

- (a) the Income & Expenditure Statement is drawn up so as to give a true and fair view of the Surplus of the Society for the financial year ended 30th June, 1989.
- (b) the Balance Sheet is drawn up so as to give a true and fair view of the state of affairs of the Society as at 30th June, 1989, and
- (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 and can meet its obligations and liabilities as they fall due.

(2) The accounts of the Society have been made out in accordance with applicable approved accounting standards.

On behalf of the Board

Mr. R.C. Gilbert  
Director  
-----

Mrs. C.D. Dean  
Director  
-----

Dated at Ballarat this 9th day of September, 1989.

AUDITOR'S REPORT TO THE MEMBERS OF

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

We have audited the attached accounts of the Company and the statement by the Directors. Our audit was conducted in accordance with Australian Auditing Standards.

In our opinion the accounts of Ballarat Tramway Preservation Society Ltd. are properly drawn up in accordance with the provisions of the Companies (Victoria) Code so as to give a true and fair view of:-

(i) the state of affairs of the Society at 30th June, 1989 and of the Surplus of the Society for the year ended on that date so far as they concern the members.

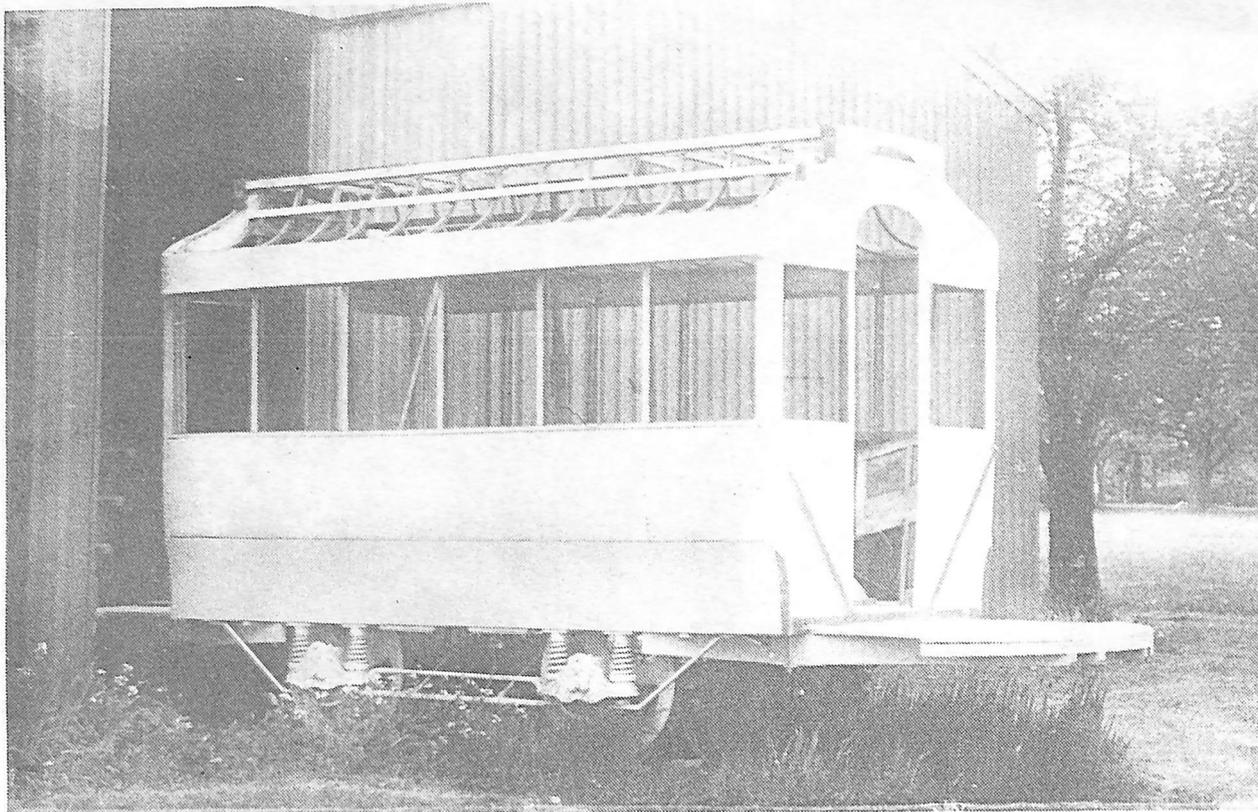
(ii) the other matters required by Section 269 of that Code to be dealt with in the accounts.

and are in accordance with Australian Accounting Standards and applicable approved accounting standards.

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

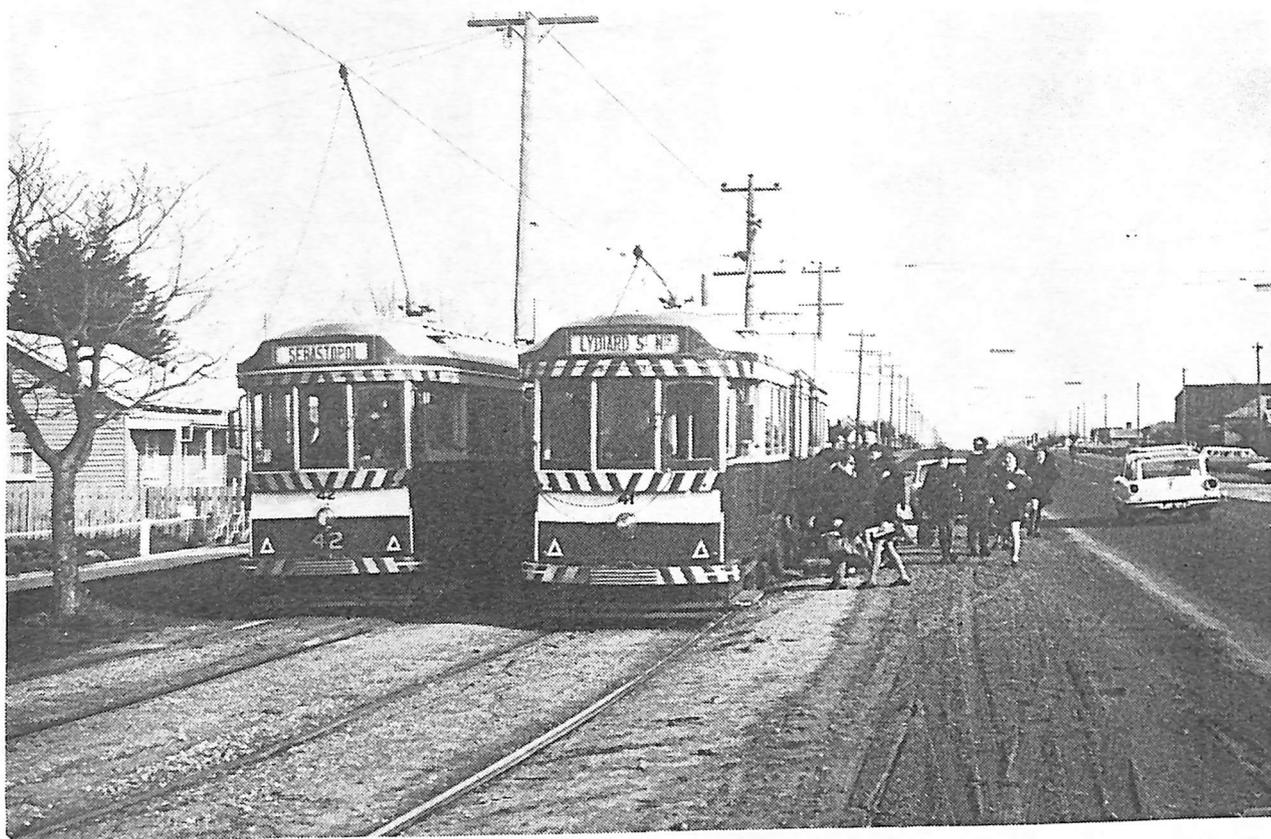
R.G. Paroissien

Dated at Hawthorn this 9th day of September, 1989.



*Restoration work on Horse tram No. 1, by January 1989 it had reached a point where the vehicle was giving us an idea on how it would look when the project was completed.*

DAVID MACARTNEY



*School traffic was quite intense on the Ballarat system. In 1970, trams 41 and 42 load up at Rubicon St. on the Sebastopol line.*

RICHARD GILBERT



*Mr. and Mrs. Paul McDonald and wedding guests alongside trams 38 and 40. The Society was proud to be part of the event through the use of Society's trams.* COURTESY BALLARAT COURIER



*In 1971, SEC trams and General Motors vehicles ruled Lydiard Street.*

RICHARD GILBERT