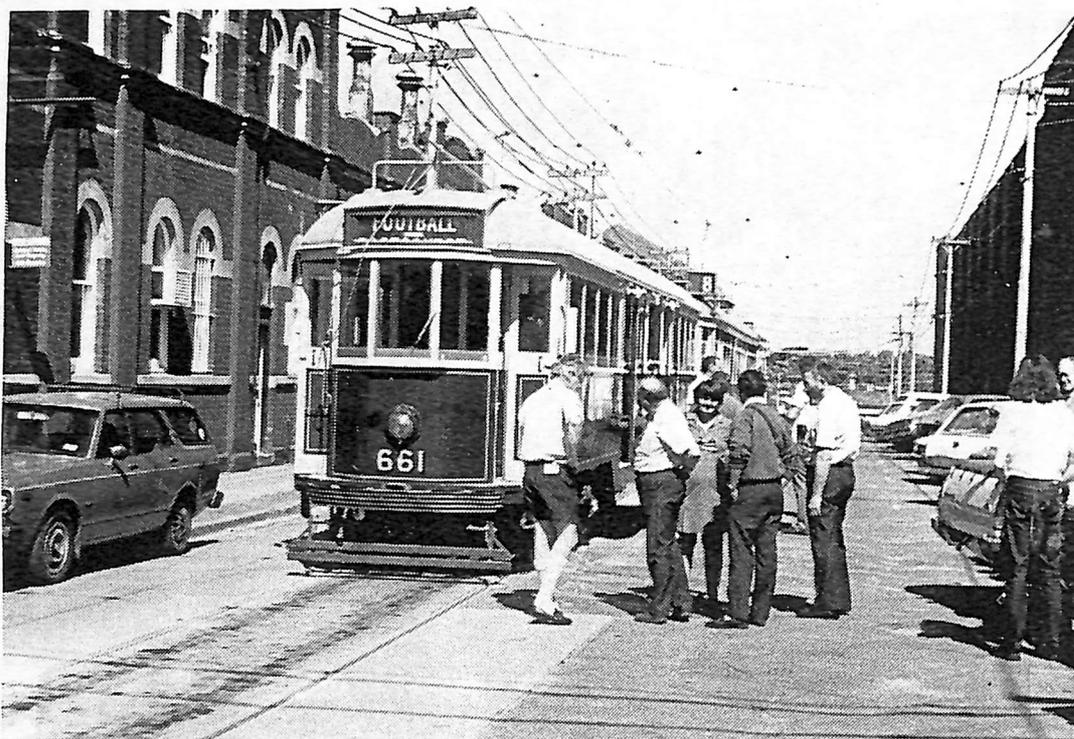


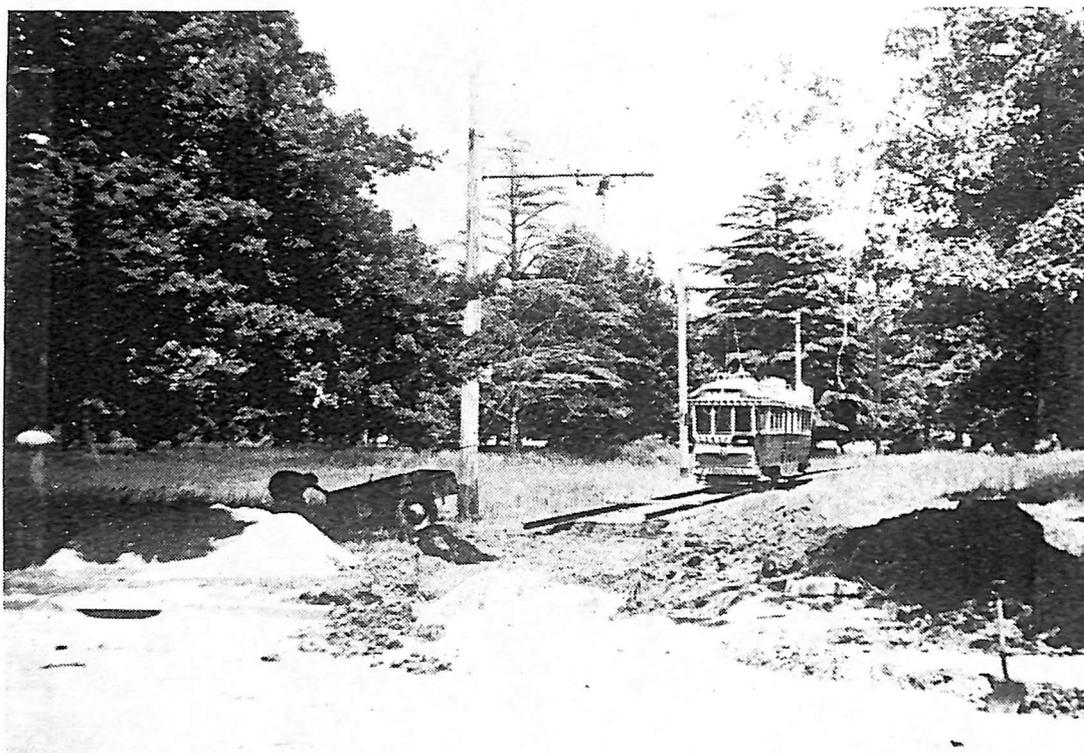


ANNUAL REPORT 1989-90

BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED



Society Tram W3 661 awaits in Coldblo Rd., between the old and new sheds at Malvern Tram Depot, Melbourne, prior to setting out on the Society Tour on 9.12.90
 CAROLYN DEAN



In November 1974, our depot access line terminated crudely awaiting the curve to be laid to connect it to Wendouree Parade.
 RICHARD GILBERT

FRONT COVER

Tram 33 approaches Depot Junction in Wendouree Parade on a quite Winters day. One of new Museum signs has just been placed by the driver.
 W.F.C.SCOTT

BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED

ANNUAL REPORT 1989 - 1990

Dear Member,

Your Board has pleasure in presenting the seventeenth Annual Report of the Ballarat Tramway Preservation Society for the year ended 30 June 1990.

The past year has seen the depot/museum facilities and the public tramway operated with the usual enthusiasm and efficiency by both the existing members and an influx of new enthusiasts.

During this period, there has been good progress made on the horse tram, while the conversion of 39 to our new museum has also made great strides. Necessary maintenance work has been carried out on the shed exterior and new colorbond cladding has been attached to the front of the 'old' shed.

Sales of souvenir items to the public has again been one of the main stays of our income and this will be reinforced by the introduction of additional items to our inventory later in the calendar year.

A highlight of our operation in the summer months was a very welcome and large increase in our patronage which contributed greatly to our revenue base and to our sense of worth in contributing something of relevance to the community within which we operate.

Tram 661 was due for return from its sojourn in Melbourne at years end. Arrangements for the salvage of the body of former Electric Supply Company tram No. 12 were also being put into place, following the offer to us by VicRoads. The body is in the path of a freeway. This acquisition will be a most satisfying development, given the rarity of original electric cars and the gap that it fills in our collection.

The attendance by a number of members at the COTMA conference in New Zealand was another highlight of the year, allowing an exchange of information and ideas with other museums and was well worthwhile.

The Board met regularly throughout the year, supervising an administration that ran satisfyingly and productively in the interests of the Society.

The Board for 1989-90 was:-

President	- R.Gilbert	Board Members -	A.Bradley
Ballarat Vice President	- P.McDonald		A.Mitchell
Melbourne Vice President	- P.Winspur		G.Rodgers
Secretary	- C.Jacobson		D.Soden
Treasurer	- C.Deane		J.Phillips
Immediate Past President	- F.Hanrahan		P.Walker

GENERAL MANAGER'S REPORT

The past year has been satisfying with our tram operation, restoration and construction activities.

The Board deemed that the museum construction project seemed to be at a virtual standstill through a lack of resource implementation. The board determined that the project should be speeded up. Barry McCandlish was placed on our casual staff as a carpenter builder and with positive plans drawn up for him to work with he has, to this point, constructed a fine looking display area.

Within the depot building our maintenance work on the trams has kept our fleet serviceable, and has seen continuing restoration of the Horse Tram and electric tram No. 13.

The Engineering section of our Society is headed by Warren Doubleday, who works tirelessly for us and he urges many others into action when they may otherwise become tardy. He, along with the workers, David Macartney, and Barry McCandlish deserve our thanks for their efforts.

Peter Winspur has been kept busy leading the overhead section, mainly with unplanned urgent work. It has been a year where several poles in the street have been hit by cars causing Peter to travel from Melbourne to conduct urgent repairs. Some of these accidents have happened on operating days, but throughout this we have kept the tram service operating. I should also thank the State Electricity Commission and their local line crews for their tremendous and courteous help in rep/lacing the affected poles and tying up our fittings until we could conduct the proper repairs. Regular maintenance has also been carried out during the year.

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. I thank Peter Winspur for his professional and innovative approach to leading our Traffic Branch.

Greg Rodgers has continued on as Membership Officer, Warren Doubleday has continued to produce our member's newsletter, Fares Please!, and Peter Walker has been recording and producing the Board Minutes and assisting Greg in keeping the membership records. There were 220 financial members at 30 June 1990.

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 than can be incorporated into our Museum operation. The Society is also a member of the Ballarat Visitor Information Centre and the Council of Tramway Museums of Australia.

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

John Phillips has been able to screen our photographs for printing and we have included a number of photographs in Fares Please! to illustrate our news on occasions.

The Sales section has continued to produce sales and souvenir items for our visitors and members. At the close of the financial year, two new enamel badges, one of a Diesel Electric Rail Motor and one of a 'J' class steam locomotive had been produced. In the coming year, we aim to increase activity and therefore revenue in this area.

Our advertising budget is most important as our patronage figures do relate to the amount of advertising we undertake. During the year we had 'in unit' advertising in Ballarat area motels which was successful. We will continue with this. We have kept our brochures stocked at tourist outlets and the new Ballarat Visitor Information centre is a good outlet for these.

Our operating agreement with the City of Ballaarat has been in need of updating and is due for renewal. We have had discussions with representatives of the City, who have been keen to help us and update the agreement.

This year was the one in which the biennial conference of the Council of Tramway Museums of Australasia was held. The conference was hosted by the Wellington Tramway Museum, New Zealand. Our Society was well represented by the attendance of the President, Secretary, Treasurer and two Board Members. A number of Society members were also present. Bearing in mind that we all have common interest in following our 'hobby', the conference achieves a great deal in the co-operation, sharing and understanding that exists between all the Australasian tramway museums. Our Society thanks the Wellington Tramway Museum and the COTMA organisation for the successful and enjoyable conference and also for the continual ongoing workload that the organisation services throughout the year.

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 City of Ballaarat, the local media, and business houses of Ballarat. We thank them all for a rewarding year in which 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 our members.

R. Gilbert
General Manger

ENGINEERING MANAGER'S REPORT

Although no major events occurred during the year under review, progress on tram car restoration, maintenance and construction of facilities was continued at a steady pace.

Track

No significant work was carried upon the track, other than some minor maintenance work around the depot. Discussions have taken place with the City of Ballarat regarding the condition of the pavement surface in some areas. The City is planning to carry out repairs during the next financial year.

The trackside telephone system was maintained generally in working order during the year. One cable breakage in the vicinity of St Aidans drive was repaired. The telephone box at depot junction was vandalised and had to be repaired. Such vandalism fortunately is a rare event for the Society.

Buildings

The resheeting of the original portion of the shed above the doors was completed in the first half of the year. The sign above the depot was given another repaint as well. Further crushed rock was purchased and spread around the depot and track in front of the shed to form paths. An order was placed with a local plumber to replace the guttering in the valley between the original portion of the depot building and the extension. This had rusted out.

A severe hail storm struck Ballarat during November. This resulted in damage to the fibreglass skylights. These were subsequently replaced under the City of Ballarat's insurance policy, which covers the depot buildings.

Museum

Progress on the conversion of tram 39 to a Museum display area was quickened during the year. With Barry McCandlish available on a part time basis, significant work has been carried out. The painting and lining of the visible portion of the car has been completed. It is hoped that building works will be completed by Christmas. The front and centre portions of the car were repaired as required, prepared and given the initial coats of paint.

New metal 'Museum Open' display signs were made up, and painted. These replaced the wooden based signs that had been service since 1974.

Overhead

Repairs to the overhead and support structure had to be made on a number of occasions during the year due to cars running off the road and hitting poles in Wendouree Parade. Recent times have seen a spate of these events. We have not experienced these to any degree previously. On three occasions poles were struck during the night affecting next day's operations. The most serious occurred during the September holidays when the S.E.C. had to replace the pole. The power was isolated north of the loop for the duration and services curtailed.

On Boxing Day our overhead managed to support a large limb which fell near Windmill Drive. The S.E.C. did a magnificent job and the service resumed in less than an hour. On Sunday April 1st the overhead broke near Saint Aidans Drive causing a 30 minute delay whilst the Overhead Superintendent lit up the Tower Wagon and made the overhead safe for service.

Otherwise general maintenance work was carried out on the overhead to keep it in a serviceable condition. Two of the Society's poles require to be replaced, one in the depot fan and the other near the floral clock. It is intended to do this work when the parklands dry out after this winter.

Tramcar Maintenance and Restoration

Work on the trams has again been concentrated primarily on the restoration of the Horse Tram, the repainting of 13 and the Museum area., Although restoration or extensive maintenance work was not carried out on all of the cars, their status is reported.

Tram No. 1 - Although it may appear to be slow, the restoration of the car has steadily progressed throughout the year. This includes fitting of internal support rods, fixing and canvassing roof slats, fabrication of the drawgear, completing the end aprons, making up and fixing the bell strap supports, forming up the ribs for the end canopies, fitting windows, making up the metal end steps, and fitting them. A start has been made on the all important end stairways. A partial cardboard replica was made up. This enabled an understanding of the stair configuration.

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

Tram No. 13 - Withdrawn from service during December 1989. By June 30, most of the external preparatory work had been completed and had been repainted. The repainting should be completed by Christmas.

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. One significant maintenance job that

occurred, was the replacement of the head gasket in the air-brake cylinder.

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, including the repair of the saloon door tracks.

Tram No. 33 - Car in regular service, and receiving attention on a scheduled basis, including the repair of the saloon door tracks.

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

Tram No. 39 - See Museum.

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

Tram No. 661 - In Melbourne during the 1989-90 year.

Tram No. 671 - Car continues to remain in use as a works car, 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 most of the year. No significant 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

In last year's Report, I expressed concern at the drop in patronage for that year and mentioned that steps were being taken to improve our publicity. Our efforts appear to have had quite an effect as by the end of June we had carried 19877 passengers. This was 2294 more than the previous year and the best result since 1977/78 (22844). Most of the increase occurred between Christmas and the end of April.

Crews working during January, while half of Melbourne's trams were parked in the city streets due to an industrial dispute, discovered that many interstate visitors had come to ride our trams because they had missed out on their regular ride in Melbourne. Patronage for January was up 1477 over the previous year and the best since 1978.

Errant motorists and falling trees caused several delays during the year. S.E.C. maintenance crews and our own overhead branch did their best to keep these to a minimum.

On Sunday 9th December a group of members enjoyed a ride in 661 in Melbourne following the Glenhuntly routes over which it used to run. It performed magnificently. During the car's sojourn in Melbourne it ran 1,210 kilometres and operated 12 tours. Our thanks to Yapper Tours for wanting to display the car in Melbourne and for caring for it during it's stay.

Fifteen Charters were operated during the year including eight school groups. Thanks to Roy Sheedy the tramway ran on Christmas Day and again proved popular. Our average patronage per day during the year was the highest since 1977~78. The maintenance branch continued to keep 80-90% of the operable vehicles available for traffic and in October nine cars were used in service (661 was in Melbourne and 671 is used as a works car).

No new drivers were trained during the year and our only ex S.E.C. driver, Maurie Stanley decided to return home to England after many years in Australia. Our thanks and best wishes for the future. Steps have since been taken to recruit new trainees. Graeme Young trained as a Conductor and had a suitable christening during the busy New Year period. Fares were maintained at \$1.00 and 50c despite rising costs. We remain one of the least expensive attractions in Ballarat. Whether patronage will be maintained with rising petrol costs remains to be seen and we must continue to pursue every inexpensive method of promotion we can find.

My usual thanks to our dedicated Traffic Staff who managed to keep us operating every weekend and holiday, running a total of 175 days for the year.

P.Winspur
Traffic Manager

1989/90 OPERATING STATISTICS

Month	Days Run	Km Run	Pass Carried	Av Pass per km	Av Km per day	Av Pass per day
July	15	429.0	698	1.63	28.60	46.5
August	11	239.2	468	1.96	21.75	42.5
September	14	478.4	1162	2.43	34.17	83.0
October	14	527.8	1436	2.72	37.70	102.6
November	9	325.0	779	2.40	36.11	86.6
December	15	598.0	1717	2.87	39.87	114.5
January	31	1430.0	5151	3.60	46.13	166.2
February	10	408.2	1009	2.47	40.82	100.9
March	15	829.4	3570	4.30	55.29	235.0
April	20	808.6	2531	3.13	40.43	126.6
May	11	270.4	721	2.67	24.58	65.5
June	10	280.8	635	2.26	28.08	63.5
Totals	175	6625*	19877	3.00	37.86	113.6
Overall Totals	2573	115942#	318354	2.75	45.06	123.7
Previous Year	175	6427	17583	2.74	36.73	100.5

TRAMCAR STATISTICS

Car	1989/1990 TOTALS			PROGRESSIVE TOTALS		
	Days Run	Hours Run	Km Run	Days Run	Hours Run	Km Run
13	12	50:34	283.4	47	180:55	1034.8
14	29	134:24	902.2	720	3404:27	25498.2
18	36	186:44	1222.0	257	1123:29	7493.2
26	24	117:03	967.2	322	1507:10	13507.0
27	35	154:47	1024.4	833	3698:26	28103.4
28	13	60:00	400.4	314	1391:18	9687.6
33	43	195:23	1326.0	511	2309:00	16348.8
38	8	10.05	67.6	142	408:27	2891.2
40	11	55:56	397.8	264	978:34	7878.0
661	-	-	-	102	265:08	1567.8
671	10	13:40	33.8	151	329:07	1931.8
Totals		978:36	6624.8		15596:01	115941.8*
Prev. Year		976:09	6427.2			

* - plus km run in Melbourne
 Kilometres run are calculated by the number of trips multiplied by 2.6.

Total km in Melbourne - 1551.19

661: 1988/89 - 826.78km, 1989/90 - 383.01km: Total 1209.79

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

(Incorporated in Victoria)

STATUTORY REPORTS

ANNUAL REPORT OF THE DIRECTORS

Year Ended 30th June, 1990

Your Directors submit their report for the year ended 30th June, 1990 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. R.C. Gilbert	Train Driver	17 Years	President General Manager
Mr. F.D. Hanrahan	Electrician	17 Years	Immediate Past President
Mr. P. McDonald	Program Co-Ordinator	10 Years	Vice President
Mr. P.P. Winspur	District Operations Officer	16 Years	Vice President Tram Operations
Mr. C. Jacobson	Retired	1 Year	Secretary/Manager
Mrs. C.D. Dean	Tram Driver	13 Years	Treasurer
Mr. A.V. Bradley	Clerk	9 Years	Board Member Publicity
Mr. A.J. Mitchell	Train Conductor	9 Years	Board Member
Mr. A.J. Phillips	Chief Photographer	2 Years	Board Member
Mr. G.W. Rodgers	Tram Driver	2 Years	Board Member Membership Officer
Mr. D. Soden	Tram Driver	2 Years	Board Member
Mr. P.N. Walker	Manager Technical Services	3 Years	Board Member

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 \$4287.

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, 1990

Review of Operations

Financial

The Society sustained a lower Surplus for the year, brought about by a lower surplus from Sales Department for the year, increased expenses to operate the Museum and less donations being received particularly for the Horse Tram. During the previous financial year the Aus Steam festival created higher income from Sales and Tramcar Operations to be achieved. Also the Society retired \$2239 of interest bearing debt.

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

Surplus from Administration	1663
(Deficit) from Tram Car Operations	(953)
(Deficit) from Museum	(607)
Surplus from Sales Department	4184

	\$4287
	=====

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, A.J. Phillips, G.W. Rodgers, D. Soden, P.N. Walker and C. Jacobson being eligible offer themselves for re-election.

Mr. R.C. Gilbert
Director

Mrs. C.D. Dean
Director

Dated at Ballarat this 9th day of September, 1990.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

PROFIT & LOSS ACCOUNT FOR ENDED 30TH JUNE, 1990

<u>1989</u>		<u>Notes</u>
<u>\$</u>		<u></u>
<u>\$41356</u>	Operating Revenue	<u>\$36006</u>
8414	Operating Profit	4287
Nil	Income Tax attributable to Operating Profit	Nil
		2,3
<u>8414</u>	Operating Profit after Income Tax	<u>4287</u>
Nil	Profit on Extraordinary Items	Nil
Nil	Income Tax attributable to Profit on Extraordinary Items	Nil
<u>Nil</u>	Profit on Extraordinary Items after Income Tax	<u>Nil</u>
8414	Operating Profit and Extraordinary Items after Income Tax	4287
<u>80569</u>	Retained Funds at the beginning of the financial year	<u>88983</u>
<u>\$88983</u>	Retained Funds at end of financial year	<u>\$93270</u>

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

BALANCE SHEET AS AT 30TH JUNE, 1990

<u>1989</u>		<u>Notes</u>	
<u>\$</u>			
	<u>CURRENT ASSETS</u>		
21482	Cash		25617
715	Receivables	5	334
5118	Inventories	6	5626
<u>27315</u>	<u>TOTAL CURRENT ASSETS</u>		<u>31577</u>
	<u>NON-CURRENT ASSETS</u>		
80	Investments	7	80
65327	Tram Shed, Plant, Equipment & Trams	8	63113
<u>65407</u>	<u>TOTAL NON-CURRENT ASSETS</u>		<u>63193</u>
<u>92722</u>	<u>TOTAL ASSETS</u>		<u>94770</u>
	<u>CURRENT LIABILITIES</u>		
3739	Creditors and Borrowings	9	1500
<u>3739</u>	<u>TOTAL CURRENT LIABILITIES</u>		<u>1500</u>
Nil	<u>TOTAL NON-CURRENT LIABILITIES</u>		<u>Nil</u>
<u>3739</u>	<u>TOTAL LIABILITIES</u>		<u>1500</u>
<u>\$88983</u>	<u>NET ASSETS</u>		<u>\$93270</u>
	<u>MEMBERS' EQUITY</u>		
88983	Retained Funds	10	93270
<u>\$88983</u>	<u>TOTAL MEMBERS' EQUITY</u>		<u>\$93270</u>

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

STATEMENT OF SOURCES AND APPLICATIONS OF FUNDS

<u>1989</u>		<u>Notes</u>	
<u>\$</u>			
	Funds from Operations:-		
41356	Inflows of Funds from Operations	3	36006
28516	Outflows of Funds from Operations		<u>27292</u>
12840		4	8714
	Reduction in Assets:-		
	Current Assets		
6006	Cash	53	
279	Receivables	<u>380</u>	433
	Increase in Liabilities:-		
	Current Liabilities		
79	Cash		-
<u>\$19204</u>	TOTAL SOURCE OF FUNDS		<u>\$9147</u>
	Increase in Assets:-		
	Current Assets		
12840	Cash	4189	
1301	Inventories	<u>507</u>	4696
	Non Current Assets		
3983	Trams Restored		2211
	Reduction in Liabilities:-		
	Current Liabilities		
-	Cash	80	
1080	Repayment of Loans	<u>2160</u>	2240
<u>\$19204</u>	TOTAL APPLICATIONS OF FUNDS		<u>\$9147</u>

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 30th JUNE, 1990

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, 1990 (Cont'd)

2. Summary of Departments

	Administration		Tram Car Operations		Sales		Museum	
	1989	1990	1989	1990	1989	1990	1989	1990
Members								
Subscriptions	2133	2146	-	-	-	-	-	-
Fares	-	-	15847	15002	-	-	-	-
Advertising	-	-	601	735	-	-	-	-
Sales	-	-	-	-	13466	9913	-	-
Donations	1945	377	-	-	-	-	3809	4007
Interest	1596	3582	-	-	-	-	-	-
Grant	-	-	-	-	-	-	1500	-
Sundry	72	-	387	244	-	-	-	-
Total Income	\$5746	\$6105	\$16835	\$15981	\$13466	\$9913	\$5309	\$4007
Less Expenditure								
Administrative Expenses	3304	4175	-	-	-	-	-	-
Operation Expenses	-	-	13381	12725	-	-	3458	4330
Cost of Sales	-	-	-	-	7744	5729	-	-
Interest	26	17	208	139	-	-	26	17
Subscriptions	369	160	-	-	-	-	-	-
Depreciation	90	90	4068	4070	-	-	268	267
Total Expenses	\$3789	\$4442	\$17657	\$16934	\$7744	\$5729	\$3752	\$4614
Total Profit (Loss)	\$1957	\$1663	(\$822)	(\$953)	\$5722	\$4184	\$1557	(\$607)

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

1989

\$

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

2460	- Amortization and Depreciation of Property, Plant and Equipment and Trams	2460
1966	- Plant & Equipment and Trams	1967
260	- Buildings	173
	Other persons/corporations	
====		====

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

13466	Sales Revenue	9913
4150	Members Subscriptions & Donations	2523
16835	Tram Car Operations	15981
5309	Museum Donations & Grant	4007
1596	Interest:- Other Persons/Corporations	3582
====		====
\$41356	Operating Revenue and Inflow of Funds from Operations	\$36006
=====		=====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 30th JUNE, 1990 (Cont'd)

4. Funds from Operations

		The reconciliation of group operating Profit before Income Tax to funds from operations is as follows:-	
8414		Group operating Profit	4287
4426		Amortisation and Depreciation	4427
\$12840		Funds From Operations	\$8714
=====			=====

5. Receivables (Current)

715		Trade Debtors	334
Nil		Provision for Doubtful Debts	Nil
\$715			\$334
====			====

6. Inventories (Current)

\$5118		Finished Goods at cost	\$5626
=====			=====

7. Investments (Non-Current)

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

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 30th JUNE, 1990 (Cont'd)

8. Tram Depot, Plant, Equipment & Trams

97185	Tram Depot & Trackwork at cost	97185
54862	Less Victorian Government Grant	54862
42323		42323
22895	Provision for Depreciation	25010
\$19428	Written down amount of Tram Depot Trackwork at cost	\$17313
=====		=====
3201	Electrical & Overhead Equipment at cost	3201
2910	Provision for Depreciation	2996
\$291	Written down amount of Electrical Overhead Equipment at cost	\$205
=====		=====
4101	Trams at cost	4101
1593	Provision for Depreciation	1798
\$2508	Written down amount of Trams at cost	\$2303
=====		=====
80859	Trams Restored at cost	83070
37336	Less C.E.P. Grant	37336
43523		45734
4320	Provision for Depreciation	5947
\$39203	Written down amount of Trams Restored at cost	\$39787
=====		=====
1689	Other Equipment at cost	1689
1304	Provision for Depreciation	1430
\$385	Written down amount of Other Equipment at cost	\$259
=====		=====
200	Motor Vehicles at cost	200
200	Provision for Depreciation	200
Nil	Written down amount of Motor Vehicles at cost	Nil
=====		=====
4927	Museum Equipment at cost	4928
1415	Provision for Depreciation	1682
\$3512	Written down amount of Museum Equipment at cost	\$3246
=====		=====
192162	Total Tram Depot, Plant, Equipment & Trams at cost	194374
54862	Less Victorian Government Grant	54862
37336	C.E.P. Scheme Grant	37336
99964		102176
34637	Provision for Depreciation	39063
\$65327	Written down amount Total Tram Depot, Plant, Equipment & Trams at cost	\$63113
=====		=====

Trams donated to the Society are not included in the financial records of the Society.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 30th JUNE, 1990 (Cont'd)

9. Creditors and Borrowings (Current)

	79	Bank Loans	Nil
	3660	Other Loans	1500
	<u>3739</u>		<u>1500</u>
	=====		=====

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10. Members Funds

	\$88983	Members Retained Funds	\$93270
	=====		=====

12. Capital Expenditure Commitments

	Nil	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
	===		===

13. Lease Expenditure Commitments

	Nil	Lease Expenditure commitments in future years	Nil
	===		===

14. Contingent Liabilities

	Nil	There no known contingent liabilities	Nil
	===		===

15. Remuneration of Directors

The Articles of Association specifically prohibit payment of Directors Fees.

16. Auditors Remuneration

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

19. 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, 1990

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, 1990.
- (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, 1990, 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 7th day of September, 1990.

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:-

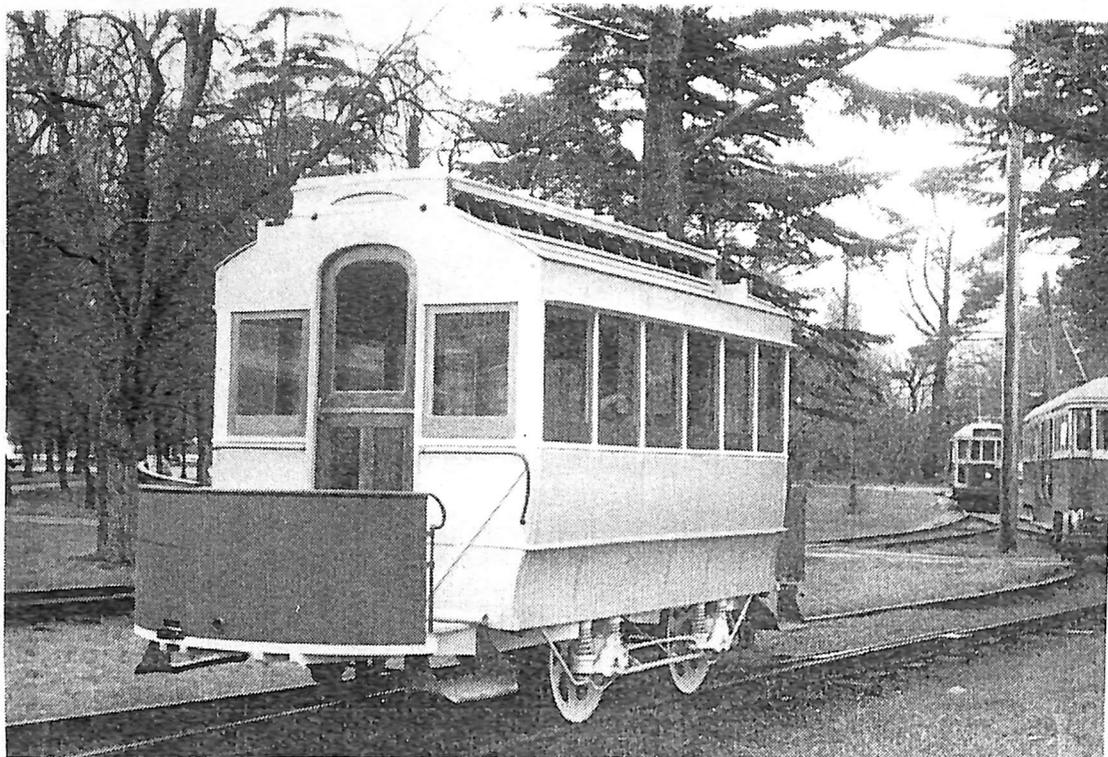
- (i) the state of affairs of the Society at 30th June, 1990 and of the Surplus of the Society for the year ended on that date so far as they concern the members.
- (ii) the other matters required by Section 269 of that Code to be dealt with in the accounts.

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

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

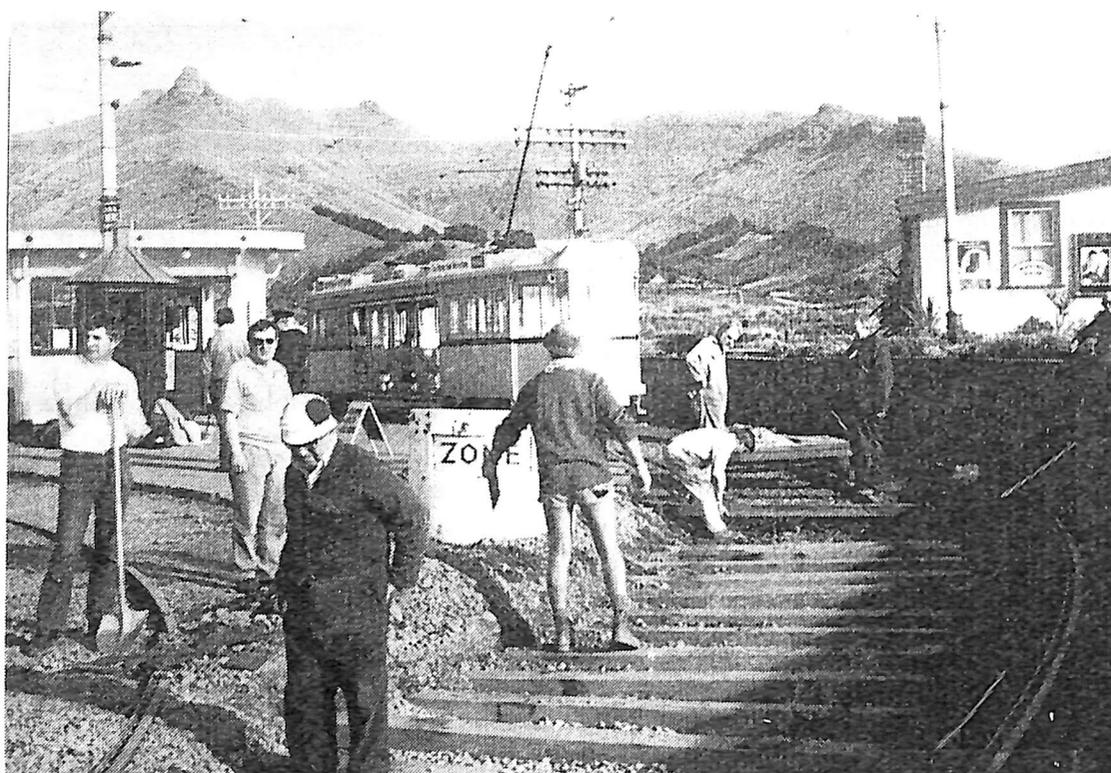
R.G. Paroissien

Dated at Hawthorn this 7th day of September, 1990.



Progress on the restoration of Horse Tram No. 1 is shown by this photograph when compared to the one in 1988-89 Annual Report. The photo taken early in July 1990, a few days after the arrival back to Ballarat of No. 661, which is sitting on the access track in the far background. W4 671 is engaged shunting a bogie around the depot fan.

CAROLYN DEAN



The Australian delegates at the COTMA Conference got their hands dirty in a very enjoyable track relaying effort at the 'Ferrymead' Museum Christchurch.

CAROLYN DEAN