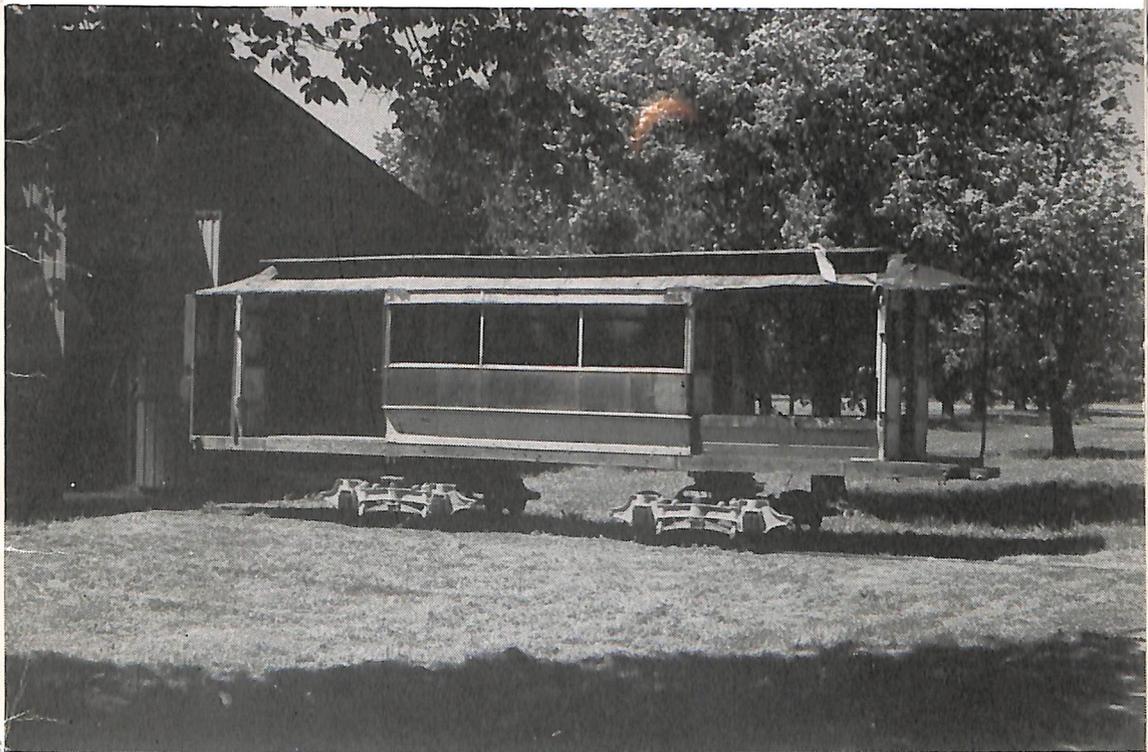


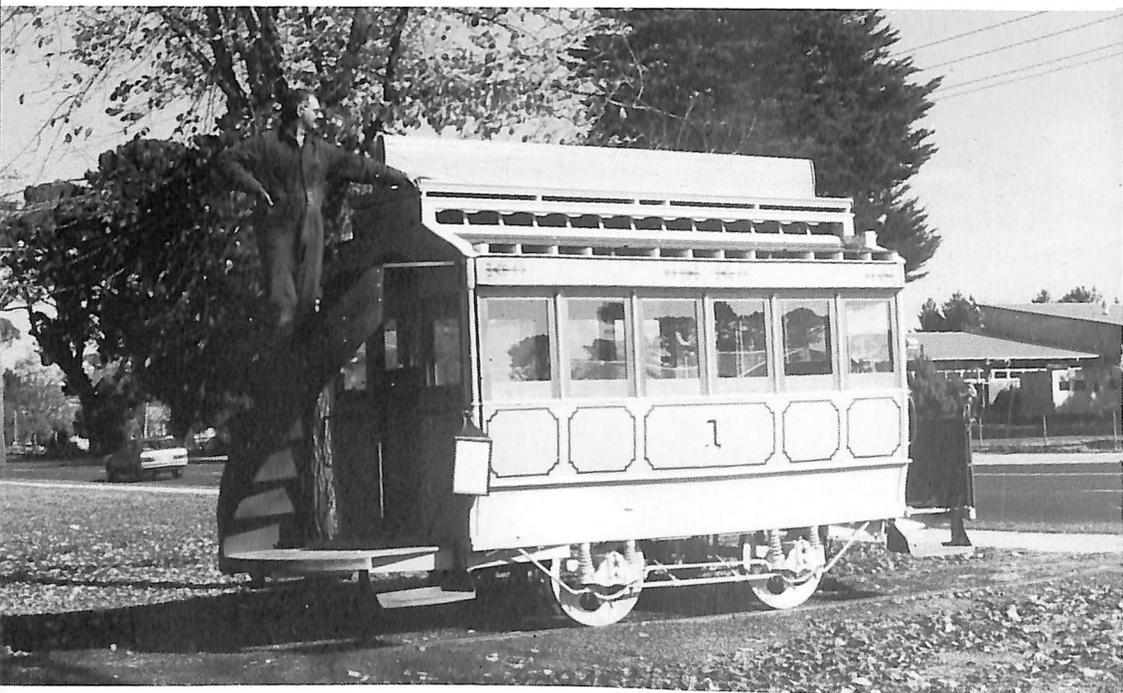
BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED A.C.N. 005 021 312



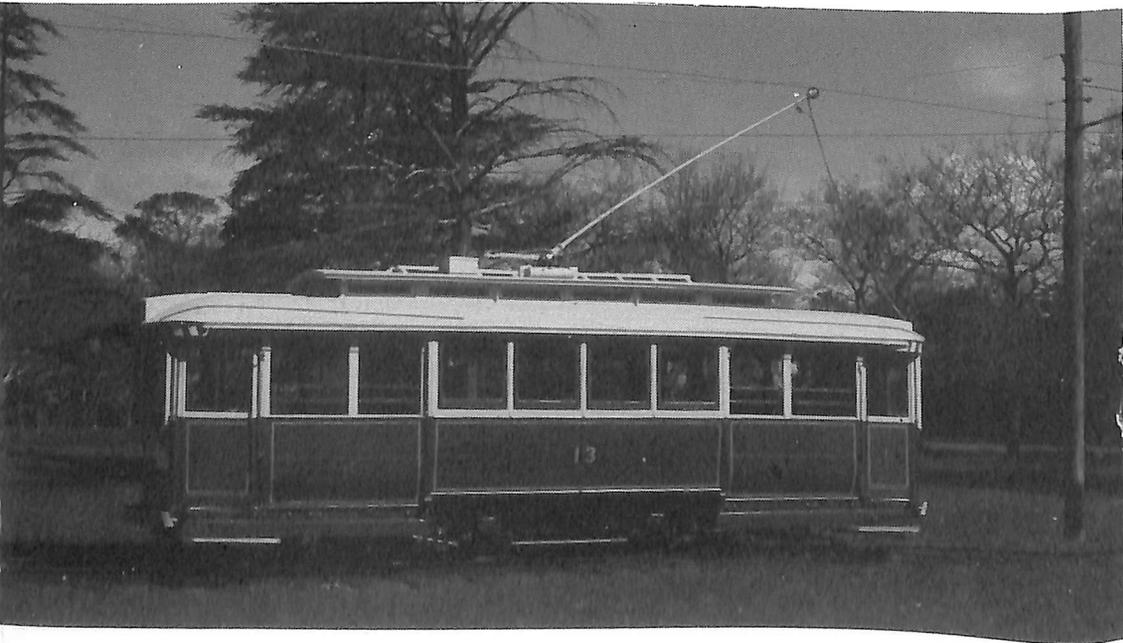
Electric Supply Co. Tram No. 12 sits on temporary bogies
at the rear of the Society's depot following its delivery.
November 6, 1990 PHOTO R.Gilbert

ANNUAL REPORT

1990-91



The Engineering Manager tests his stairway, on Horse Tram No. 1 in May 1991.
PHOTO Carolyn Dean



Tram No. 13 fresh from its repaint, poses on the access track, October 1990.
PHOTO Warren Doubleday

ANNUAL REPORT 1990-1991

Dear Member,

Your Board has pleasure in presenting the eighteenth Annual Report of the Ballarat Tramway Preservation Society Limited for the year ended 30th June 1991. The year has been one in which some major projects boosted the Society significantly in its aims.

The untimely death of our Secretary, Chris Jacobson in June 1991 saddened the Society. He had, since his appointment as Secretary, put a lot of work into the position, especially in tidying up papers and filing systems. His bright and enthusiastic manner will be missed. Peter Winspur has acted in the position of Secretary.

Undoubtedly the acquisition of former Electric Supply Company tram No. 12 was our major event. The adding of this vehicle to our collection 'completes the picture' in that we can now show a tram representative of the three former operators of the Ballarat Tramways. The acquisition of the tram was made possible with constant liaison between ourselves and the Roads Corporation, on whose land the tram sat. Our Society is indebted to the Roads Corporation for making acquisition of this most important vehicle to our collection possible.

A bold and inventive approach to ticketing was in fact a major project. We departed from issuing decimal currency face value tickets to imperial currency souvenir tickets. The issuing of this style of ticket sees more economic use of stock. The unique 'old currency' style of ticket has

created a lot of interest among passengers.

Changes to electricity tariffs saw the Society take advantage of weekend rates for industry. This will have quite an impact on our traction power costs as most of it occurs at weekends.

During the year, three tram drivers were being trained and one of our senior drivers, Jack Chadwick retired. I particularly wish to thank Jack for his services over the years which go right back to his early days with us when his spruiking for sales on the tram would match that of 'the man outside Hoyts'.

The construction of the display area in the body of tram No. 39 was accelerated and much ingenuity and hard work has been undertaken by Barry Macandlish. We are close to opening an initial section of this complex.

Other projects that were carried out during the year were further advances in the reconstruction of the horse tram, the painting of tram No. 13, and introduction of further souvenir items.

I wish to encourage the members to participate in the running of the Society, particularly we are seeking members to work on the trams.

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

Richard Gilbert, President

The Board for 1990-91 was:-

President - R.Gilbert
Ballarat Vice President - P.McDonald
Melb. Vice President - P.Winspur
Secretary - C.Jacobson*
Treasurer - C.Dean

Board Members - A.Bradley
W.Doubleday
A.Mitchell*
J.Phillips
G.Rodgers
P.Walker

* - part year only

General Manager's Report

The year has been intensive and satisfying. In adding No. 12 to our collection, we had a great deal of satisfaction in not only completing the picture of representing the fleet of the three different operators of the system, but also being responsible in saving this rare vehicle from destruction. Visitors to Ballarat will be able to see and experience our tramway cultural heritage for the future.

Our sincere thanks to the officers and workers from the Roads Corporation who so willingly helped us to acquire this most important item for our fleet, and to the many Society workers who helped to recover the tram.

It has been 20 years since our Society was formed and there is a lot to look back and reflect on. Twenty years ago, a lot of us were riding around Ballarat on the trams forming ideas of saving part of the system. With not much more than enthusiasm and youth on our side, we worked hard and have achieved a wonderful result. We are still working so hard that we have not undertaken any major anniversary celebrations for this year and instead plan for an eventful 21st year.

Whilst a lot of us knew the SEC tramways and helped to get the

Society going, we have to remind ourselves that a lot of the Membership, and others who are not members, did not know that era because of their own age or other interests at the time. We must always put ourselves in front of the public, and the newer members to offer Society membership and the ability for the members to be actively involved. In this coming year, we will undertake a membership drive. We have 206 members currently. At the peak of our membership in the 1971-75 era, we had around 350 members.

The Society organised a display of photographs and memorabilia in the RACV window of their Collins St. office in Melbourne during March. We intend to pursue more of this style of advertising.

The Board had a lot of discussions over the change in the ticketing system. After research, the decision was taken to print 'older currency' tickets. These were introduced after the end of the January school holidays. The passengers find the shilling and six penny tickets novel and this invokes a lot of discussion from them. The economics of not printing new ticket stock at times of fare rises is obvious, although good planning was undertaken to virtually run out of old stock at times of fare rises.

Fare rises are not taken lightly and are done after a studious look at projected costs and tourist trends and in consultation with our Auditor who offers advice on our financial position.

To assist our financial position, the Board took advantage of the lower weekend electricity tariffs offered to industry. The premium for our transport accident insurance has been reduced after a re-assessment by the Transport Accident Commission. Our volunteer Workers insurance policy has also been reviewed. A policy set up to insure volunteers in groups such as ours was taken out.

A number of Society members travelled to Wellington, New Zealand, to attend the 1990 Conference of the Council of Tramway Museums of Australasia. It was a productive and enjoyable event which saw the proposed constitution for the incorporation of a non-profit company approved. The social mixing among the membership creates a bond of friendship and unity between the many member museums.

The Society newsletter *Fares Please!* was issued every two months, and its standard of production was maintained. This newsletter requires a lot of work, but we realise that for a lot of our members it is the only contact they have with us. We try to make it interesting as possible to keep our members satisfied.

The sales section has kept up its initiative. A new 'intermediate' quality badge was introduced. It is superior to our button badge but less detailed than our enamel badges. The price is equally held between the price of the other badges. Greeting cards and new

varieties of enamel badges and tea spoons were also introduced. Our wholesale trade to other railway and tramway museums groups is quite an important part of our revenue base.

The Society is a member of the Museums Association of Australia, and a member of the Central Highlands Historical Association. The latter is an informal grouping of the various district museums. The Society was represented during the year at a forum held by the Museums Advisory Board on accreditation and we attended the launch of the Victorian Government's Cultural Policy in Bendigo in June 1991. This policy will have an impact on the way we operate and see ourselves in the future.

At times we reflect on and deal with a lot of 'lighter' events in running a tramway. The cats at the depot can take some administrative time. Our older cat 'Puss' who has been resident for many years declined in health and simply disappeared. 'Meadowbank' soon became tame and in a short time gave us a litter of more cats. These were taken by Society members and 'Meadowbank' has been spayed.

The Co-operative Society is not trading, as the depot has been paid off, but consideration is being made on keeping it registered to undertake some further planned loans.

The death of our Secretary, Chris Jacobson, was as much a personal loss as a Society loss and these events are stressful to one and all.

Warren Doubleday and Peter Winspur have worked hard in their respective areas and I thank them and all those who work with them for such a

magnificent effort. The Board of Management is a great team and it is very satisfying to be working with such a successful organisation.

We have continued to enjoy a good working relationship with the Public Transport Corporation and the many people in different areas of that organisation who are so helpful to us. Robert Paroissien, our Auditor, has again been most helpful to us as a keen watchdog and adviser of our financial affairs and we sincerely

appreciate his input. We have also enjoyed a good working relationship with the City of Ballarat, the local media and business houses of Ballarat and we thank them all for their services.

We are entering the next year with a lot of new ideas and enthusiasm and look forward to another twelve months of enjoyment in operating a portion of Ballarat's transport heritage.

Richard Gilbert

ENGINEERING MANAGER'S REPORT

The year for the Society from the engineering, maintenance and restoration viewpoint was a significant one. The acquisition of Electric Supply Co. tram No. 12 was the highlight of a busy year.

Track

Minor works on the depot access tracks were carried out during the year. This was primarily re-welding broken joints, and bonds. Although no work was carried out on Wendouree Parade by the City of Ballarat, little further deterioration of the track was noted, although the road surface itself is steadily breaking up.

Buildings

The valley gutter between the old and the new portions of the shed was replaced early in the financial year. This section had rusted out due to the build up of leaves and the lack of a suitable fall in the gutter itself.

Two sets of brackets were welded to the columns along five road, to enable

a two tonne jib crane from the old SEC depot to be re-used. A set of new chain slings were also purchased to make life easier when lifting out motors etc.

Display Area

The construction of the building works for the display area was virtually completed during the year, with some final painting out, lighting and some minor detail work yet to be done. Manufacture and the installation of display cabinets is now underway. This job has involved a lot of work from Barry McCandlish. It included removal of part of the floor from the rear saloon of 39, the installation of a new floor in this section and a floor between the tram and the outer wall of the depot, as well as sheeting the walls and constructing an end wall. Other jobs completed were the ceiling, some lighting installation, manufacture of display shelves, replace windows and general painting.

Painting of the former tram body has been completed and the number transfers applied. A uniform appearance is now presented when all the depot doors are open.

The method of mounting the displays and their general layout has been determined. To assist with the funding of this section of the work, an application was made to the Ministry for the Arts for a grant for small museums.

Overhead

Some four poles were replaced due to the old ones having deteriorated. One new pole near the point where the track crosses Wendouree Parade was placed. Fortunately this year, no poles on Wendouree Parade were hit by errant motor cars.

A large section of the northbound trolley wire, between poles 23 and 35 in Wendouree Parade was replaced prior to Easter. To assist in the work, some equipment was borrowed from the Melbourne Tramcar Preservation Society, which made the work a lot faster and easier. Our thanks to the MTPS. The replacement of this badly worn section of wire has reduced the likelihood of wire breakages. Numerous other small jobs on the overhead were done as well

The Society's Tower truck had some extensive work undertaken on it during the year. The engine has suffered leaking Welch plugs for many years, and these were replaced. To get at the inaccessible ones, the engine block had to be removed. The new overhead jib crane made the job a lot easier. A new clutch plate was fitted as well. Getting it back together proved a tricky job. After a return to service, the head gasket blew. This too has been replaced.

Tramcar Maintenance and Restoration

Work at the depot has been concentrated primarily on the restoration of the Horse Tram, and the Museum area. The status of all our trams are reported.

Tram No. 1 - Work on the restoration of the car is nearing the end. The detailed painting of the exterior of the car has begun. Jobs carried out during the year comprise, making up the rib structure for the end canopies, completion of the canvassing of the saloon roof, completing the top deck seats and catwalks, painting these in their final colours, preparing and painting the saloon side of the car, including the detail lining, and making up steel brackets, sides and steps for the first stairway. The fabrication of the stairway took some working out. By June 1991, the first stairway was virtually complete. Some minor fitting off of the top stair tread was still to be done, as well as fitting the anti slip castings to each tread. Hopefully the second stairway will be a lot easier.

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

Tram No. 12 - Delivered to the depot on Melbourne Cup Day, November 5. Placed on two ex Melbourne cable car bogies, which have been fitted with body transoms ex a W2. This arrangement has enabled the car to be moved around the depot. It is housed at the rear of No. 7 road. Restoration is expected to commence in about a years time after the completion of the horse tram.

Tram No. 13 - Repainting of the car completed, and has since returned to full service. This is the eighth car to be repainted by the Society since the inauguration of tramway services in 1975. Car now receiving attention on a scheduled basis.

Tram No. 14 - In service, receiving attention on a scheduled basis.

Tram No. 18 - In service, receiving attention on a scheduled basis.

Tram No. 26 - In service, receiving attention on a scheduled basis.

Tram No. 27 - This car was stored at the beginning of the year, in a serviceable condition. During January, it was returned to service, but almost immediately developed an electrical fault. This was determined to be due to the armature banding in the No.2 motor coming apart, and shorting with the motor brushes or the frame of the motor. The armature was removed from the tram, and has been sent away for repairs. It would appear that there was not other damage to the armature itself.

Tram No. 28 - In service, receiving attention on a scheduled basis.

Tram No. 33 - In service, receiving attention on a scheduled basis.

Tram No. 38 - Car was in limited service, but withdrawn after the Begonia festival due to its propensity to skid. The car has been given a preliminary lift to determine if there was any work needed on the rubbing plates etc. These are satisfactory, but some work on the brake rigging is necessary. It is proposed to swap the bogies on this car with those of 40

some time in the future, to enable 40 to be withdrawn for a repaint and the overhaul of the bogies that are at present under No. 38.

Tram No. 40 - In service, receiving attention on a scheduled basis.

Tram No. 661 - As reported in *Fares Please!*, extensive work was required to repair one of the bogies of this car after its return from Melbourne. The fixed transoms in the bogie around the area where the motors are supported, had cracked badly, a problem of the original design of the bogie. To repair these, the motors and brake rigging were removed, two new channel sections welded into the frame, and motor support bracket holes drilled. Following the completion of these works, the bogie was re-assembled and reinstated back under the car. Since then, the car has been in regular service, and receiving attention as required.

Tram No. 671 - A full repaint of this car has been commenced by Len Millar. The car will be painted into the early 1950's color scheme. So far the car has been thoroughly cleaned on the inside, the roof repaired, sanded down and given the initial coats of sealant, paint etc. The tramcar itself has been kept in a mobile condition so as to enable other trams to be moved around the shed.

General

The Board thanks 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

Traffic Manager's Report

The past year has proved to be one of our most successful. A suggestion in May 1991 *Fares Please!* that we might top 20,000 passengers for the first time since 1977/78 turned out to be wishful thinking as the rain poured down every weekend in June. With 19,791 passengers, we were only 86 down on the previous year in spite of recession and high fuel prices. Had Labour Day been fine, we may have reached that elusive figure.

As fuel prices hit 85c per litre towards the end of 1990 the Board was very concerned that the effect on our patronage would be disastrous. It decided to hold fares down until the end of the financial year and to conduct a survey of our passengers. It appeared through our survey, and as petrol prices eased again, that the recession would be of more concern and that the decline would be felt more in the sale of souvenirs. I believe that the decision to hold our fares down, whilst it has meant that we have had to delay some of our development plans, had a considerable impact on keeping 'bums on seats' through the second half of the year.

The most successful time of the year was the Begonia Festival when we carried 913 passengers on Sunday the 10th and an amazing 644 on Sunday the 17th despite stopping for an hour and a half for the annual procession.

As described in *Fares Please!* the Board decided to try tickets with Imperial currency values of 6d and 1/- as another attraction for the passengers during their 'trip back in time'. This also allows us to vary

fares without the problem of printing new tickets. The response from our passengers has been excellent.

The tramway operated on every Saturday, Sunday and Public holiday through the year as well as during the school holidays and Begonia Festival. This was thanks to the efforts of a very small band of dedicated crews. Special thanks to David Frost for operating most weekdays in January and to Roy Sheedy who again volunteered for Christmas Day. We lost several drivers during the year and now have only one regular Ballarat resident driver. Jack Chadwick retired towards the end of the year and will be sadly missed. Three new drivers started their training and four new conductors joined our ranks. The extra conductors allowed us to operate more two man cars on occasions.

Thirteen Charters were operated during the year. We took part in the 'Miss Australia Quest' and carried the participants through the Gardens as part of their visit to Ballarat on Friday 15th February. The girls thoroughly enjoyed our relaxed atmosphere.

The Maintenance Branch again kept most of our vehicles available for service and during January 10 of our 11 operable cars ran in public service. Many thanks to Dave Macartney for the many hours he spent washing the cars and moving signs from one to another. I look forward to the coming year and the challenges that it will bring and I am sure that our operation will continue to serve the aims of the Society in an admirable way.

Peter Winspur

1990/91 OPERATING STATISTICS

| Month | Days Run | Km Run | Pass Carried | Av Pass per km | Av Km per day | Av Pass per day |
|-----------------------|-------------|----------------|---------------|----------------|---------------|-----------------|
| July | 19 | 595.4 | 1014 | 1.70 | 31.34 | 53.4 |
| August | 9 | 270.4 | 577 | 2.13 | 30.04 | 64.1 |
| September | 15 | 642.2 | 1707 | 2.66 | 42.81 | 113.8 |
| October | 13 | 590.2 | 1288 | 2.18 | 45.40 | 99.1 |
| November | 10 | 405.6 | 899 | 2.22 | 40.56 | 89.9 |
| December | 15 | 683.8 | 1801 | 2.63 | 45.59 | 120.1 |
| January | 28 | 1302.6 | 3747 | 2.88 | 46.52 | 138.8 |
| February | 9 | 361.4 | 909 | 2.52 | 40.15 | 101.0 |
| March | 16 | 949.0 | 4364 | 4.60 | 59.13 | 272.8 |
| April | 22 | 803.4 | 2468 | 3.07 | 36.52 | 112.2 |
| May | 8 | 273.0 | 546 | 2.00 | 34.13 | 68.3 |
| June | 12 | 301.6 | 471 | 1.56 | 25.13 | 39.3 |
| Totals | 176 | 7178.6 | 19791 | 2.76 | 40.79 | 112.4 |
| Overall Totals | 2749 | 123120+ | 338145 | 2.75 | 44.79 | 123.0 |
| Previous Year | 175 | 6624.8 | 19877 | 3.00 | 37.86 | 113.6 |

TRAMCAR STATISTICS

| Car | 1990/1991 TOTALS | | | PROGRESSIVE TOTALS | | |
|-------------------|------------------|---------------|---------------|--------------------|-----------------|------------------|
| | Days Run | Hours Run | Km Run | Days Run | Hours Run | Km Run |
| 13 | 39 | 171:11 | 1284.4 | 86 | 352:06 | 2319.2 |
| 14 | 28 | 111:14 | 800.8 | 748 | 3515:41 | 26299.0 |
| 18 | 30 | 141:42 | 1047.8 | 287 | 1265:11 | 8541.0 |
| 26 | 23 | 147:38 | 1227.2 | 345 | 1654:48 | 14734.2 |
| 27 | 3 | 12:55 | 98.2 | 836 | 3711:21 | 28202.2 |
| 28 | 14 | 54:25 | 356.2 | 328 | 1445:43 | 10043.8 |
| 33 | 43 | 171:10 | 1216.8 | 554 | 2480:10 | 17565.6 |
| 38 | 9 | 13:52 | 96.2 | 151 | 422:19 | 2987.4 |
| 40 | 19 | 77:30 | 595.4 | 283 | 1056:04 | 8473.4 |
| 661 | 17 | 59:43 | 431.6 | 119 | 324:51 | 1999.4 |
| 671 | 7 | 9:35 | 23.4 | 158 | 338:42 | 1955.2 |
| Totals | | 970:55 | 7178.6 | | 16566:56 | 123120.4+ |
| Prev. Year | | 978:36 | 6624.8 | | | |

+ - plus 1551.19km run in Melbourne
 Kilometres run are calculated by the number of trips multiplied by 2.6.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

(Incorporated in Victoria) A.C.N. 005 021 312

STATUTORY REPORTS ANNUAL REPORT OF THE DIRECTORS Year Ended 30th June, 1991

Your Directors submit herewith the Financial Statements of the Society for the year ended 30th June, 1991 made in accordance with Division 6 of Part 3.6 of the Corporations Act report as follows:-

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 | 18 Years | President General Manager |
| Mr. P. McDonald | Program Co-Ordinator | 11 Years | Vice President |
| Mr. P.P. Winspur | District Operations Officer | 17 Years | Vice President Tram Operations |
| Mrs. C.D. Dean | Tram Driver | 14 Years | Treasurer |
| Mr. A.V. Bradley | Clerk | 10 Years | Board Member Publicity |
| Mr. A.J. Phillips | Chief Photographer | 3 Years | Board Member |
| Mr. G.W. Rodgers | Tram Driver | 3 Years | Board Member Membership Officer |
| Mr. P.N. Walker | Marketing | 4 Years | Board Member Minute Secretary/ Manager |
| Mr. W.A. Doubleday | Project Manager | 1 Year | Board Member Engineering Manager |

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 Loss of the year was \$400.

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, 1991

Review of Operations

Financial

The Society sustained a Loss for the year which was caused by an increase in repairs and maintenance of trams, buildings, overhead and power pools from Tram Car Operations. The Sales Department increased sales during the year, with a subsequent increase in profit. With an increase in museum donations the loss from this area was reduced. The cost of administration of the Society was slightly increased from the the previous year.

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

| | |
|---------------------------------|---------|
| Profit from Administration | 1523 |
| (Loss) from Tram Car Operations | (7117) |
| (Loss) from Museum | (211) |
| Profit from Sales Department | 5405 |
| | ----- |
| | (\$400) |
| | === |

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 Loss 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.

Likley 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 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. R.C. Gilbert, P.P. Winspur, A.V. Bradley, A.J. Phillips, G.W. Rogers and P.N. Walker being eligible offer themselves for re-election.

R.C. Gilbert
 Director

P.N. Walker
 Director

Dated at Ballarat this 12th day of September, 1991.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.
PROFIT & LOSS ACCOUNT
Year Ended 30th. June, 1991

| <u>1990</u> | | <u>Notes</u> | <u>1991</u> |
|---------------|---|--------------|---------------|
| <u> </u> | | | <u> </u> |
| \$ | | | \$ |
| \$36006 | Operating Revenue | 3 | \$36830 |
| <u> </u> | | | <u> </u> |
| 4287 | Operating Profit (Loss) | 2,3 | (400) |
| <u>Nil</u> | Income Tax attributable to Operating Profit | | <u>Nil</u> |
| <u>4287</u> | Operating Profit (Loss) after Income Tax | | <u>(400)</u> |
| <u>Nil</u> | Profit on Extraordinary Items | | <u>Nil</u> |
| <u>Nil</u> | Income Tax attributable to Profit on Extraordinary Items | | <u>Nil</u> |
| <u>Nil</u> | Profit on Extraordinary Items after Income Tax | | <u>Nil</u> |
| .4287 | Operating Profit (Loss) and Extraordinary Items after Income Tax | | (400) |
| 88983 | Retained Funds at the beginning of the financial year | | 93270 |
| <u> </u> | | | <u> </u> |
| \$93270 | Retained Funds at end of financial year | | \$92870 |
| <u> </u> | | | <u> </u> |

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.
STATEMENT OF SOURCES AND APPLICATION OF FUNDS
30th June 1991

| 1990 | <u>Notes</u> | | <u>1991</u> |
|---------------|--------------|-----------------------------------|---------------|
| \$ | <u>-----</u> | | \$ |
| 36006 | | | 36861 |
| 27292 | 3 | Inflows of Funds from Operations | 32842 |
| <u>8714</u> | | Outflows of Funds from Operations | <u>4019</u> |
| | 4 | Reduction in Assets:- | |
| | | Current Assets | |
| 53 | | Cash | 457 |
| 380 | | Receivables | 457 |
| <u>\$9147</u> | | TOTAL SOURCE OF FUNDS | <u>\$4476</u> |
| ==== | | | ===== |
| | | Increase in Assets:- | |
| | | Current Assets | |
| 4189 | | Cash | - |
| - | | Receivables | 826 |
| 507 | | Inventories | 1054 |
| | | Non Current Assets | |
| 2211 | | Trams Restored | 2596 |
| | | Reduction in Liabilities:- | |
| | | Current Liabilities | |
| 80 | | Cash | - |
| 2160 | | Repayment of Loans | - |
| <u>\$9147</u> | | TOTAL APPLICATIONS OF FUNDS | <u>\$4476</u> |
| ==== | | | ===== |

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.
NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
30th June 1991

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 1991 (Cont'd)

2. Summary of Departments

| | Administration | | Tram Car Operations | | Sales | | Museum | |
|----------------------------|----------------|---------------|---------------------|-----------------|---------------|----------------|----------------|----------------|
| | 1990 | 1991 | 1990 | 1991 | 1990 | 1991 | 1990 | 1991 |
| Members | | | | | | | | |
| Subscriptions | 2146 | 2436 | - | - | - | - | - | - |
| Fares | - | - | 15002 | 14626 | - | - | - | - |
| Advertising | - | - | 735 | 935 | - | - | - | - |
| Sales | - | - | - | - | 9913 | 10130 | - | - |
| Donations | 377 | 313 | - | - | - | - | 4007 | 5155 |
| Interest | 3582 | 3000 | - | - | - | - | - | - |
| Sundry | - | - | 244 | 235 | - | - | - | - |
| Total Income | \$6105 | \$5749 | \$15981 | \$15796 | \$9913 | \$10130 | \$4007 | \$5155 |
| Less Expenditure | | | | | | | | |
| Administrative Expenses | 4175 | 3984 | - | - | - | - | - | - |
| Operation Expenses | - | - | 12725 | 18843 | - | - | 4330 | 5099 |
| Cost of Sales | - | - | - | - | 5729 | 4725 | - | - |
| Interest | 17 | - | 139 | - | - | - | 17 | - |
| Subscriptions | 160 | 160 | - | - | - | - | - | - |
| Depreciation | 90 | 82 | 4070 | 4070 | - | - | 267 | 267 |
| Total Expenses | \$4442 | \$4226 | \$16934 | \$22913 | \$5729 | \$4725 | \$4614 | \$5366 |
| Total Profit (Loss) | \$1663 | \$1523 | (\$953) | (\$7117) | \$4184 | \$5405 | (\$607) | (\$211) |

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

| 1990 | | 1991 |
|----------------|--|----------------|
| \$ | | \$ |
| | The operating Profit before income tax is arrived at after: Charging / (Crediting) the following items: | |
| | Amortization and Depreciation of Property, Plant and Equipment and Trams | 2452 |
| 2460 | - Plant & Equipment and Trams | 1967 |
| 1967 | - Buildings | - |
| 173 | - Other persons/corporations | === |
| === | | |
| | Included in the operating profit are the following items of operating revenue: | |
| 9913 | Sales Revenue | 10130 |
| 2523 | Members Subscriptions & Donations | 2749 |
| 15981 | Tram Car Operations | 15796 |
| 4007 | Museum Donations & Grant | 5155 |
| 3582 | Interest:- Other Persons/Corporations | 3000 |
| ===== | | ===== |
| \$36006 | Operating Revenue and Inflow of Funds from Operations | \$36830 |
| ===== | | ===== |

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.
NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
30th June 1991 (Cont'd)

4. Funds from Operations

| | | | |
|--------|-------------------------------|--|--------|
| | | The reconciliation of group operating Profit before Income | |
| | | Tax to funds from operations is as follows:- | |
| 4287 | Group operating Profit (Loss) | | (400) |
| 4427 | Amortisation and Depreciation | | 4419 |
| <hr/> | | | <hr/> |
| \$8714 | Funds From Operations | | \$4019 |
| <hr/> | | | <hr/> |

5. Receivables (Current)

| | | |
|-------|------------------------------|-------|
| 334 | Trade Debtors | 660 |
| Nil | Provision for Doubtful Debts | Nil |
| <hr/> | | <hr/> |
| \$334 | | \$660 |
| <hr/> | | <hr/> |

6. Inventories (Current)

| | | |
|--------|------------------------|--------|
| \$5626 | Finished Goods at cost | \$6680 |
| <hr/> | | <hr/> |

7. Investments (Non-Current)

| | | |
|-------|---|-------|
| \$80 | Shares in B.T.P.S. Co-operative Society at cost | \$80 |
| <hr/> | | <hr/> |

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.
NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
30th June 1991 (Cont'd)

| | | |
|--|--|---------|
| 8. Tram Depot, Plant, Equipment & Trams | | |
| 97185 | Tram Depot & Trackwork at cost | 97185 |
| 54862 | Less Victorian Government Grant | 54862 |
| ----- | | ----- |
| 42323 | | 42323 |
| 25010 | Provision for Depreciation | 27126 |
| ----- | | ----- |
| \$17313 | Written down amount of Tram Depot Trackwork at cost | \$15197 |
| ===== | | ===== |
| 3201 | Electrical & Overhead Equipment at cost | 3201 |
| 2996 | Provision for Depreciation | 3082 |
| ----- | | ----- |
| \$205 | Written down amount of Electrical Overhead Equipment at cost | \$119 |
| ===== | | ===== |
| 4101 | Trams at cost | 4101 |
| 1798 | Provision for Depreciation | 2003 |
| ----- | | ----- |
| \$2303 | Written down amount of Trams at cost | \$2098 |
| ===== | | ===== |
| 83070 | Trams Restored at cost | 85667 |
| 37336 | Less C.E.P. Grant | 37336 |
| ----- | | ----- |
| 45734 | | 48331 |
| 5947 | Provision for Depreciation | 7574 |
| ----- | | ----- |
| \$39787 | Written down amount of Trams Restored at cost | \$40757 |
| ===== | | ===== |
| 1689 | Other Equipment at cost | 1688 |
| 1430 | Provision for Depreciation | 1548 |
| ----- | | ----- |
| \$259 | Written down amount of Other Equipment at cost | \$140 |
| ===== | | ===== |
| 200 | Motor Vehicles at cost | 200 |
| 200 | Provision for Depreciation | 200 |
| ----- | | ----- |
| Nil | Written down amount of Motor Vehicles at cost | Nil |
| ===== | | ===== |
| 4928 | Museum Equipment at cost | 4928 |
| 1682 | Provision for Depreciation | 1949 |
| ----- | | ----- |
| \$3246 | Written down amount of Museum Equipment at cost | \$2979 |
| ===== | | ===== |
| 194374 | Total Tram Depot, Plant, Equipment & Trams at cost | 196970 |
| 54862 | Less Victorian Government Grant | 54862 |
| 37336 | C.E.P. Scheme Grant | 37336 |
| ----- | | ----- |
| 102176 | | 104772 |
| 39063 | Provision for Depreciation | 43482 |
| ----- | | ----- |
| \$63113 | Written down amount Total Tram Depot, Plant, Equipment & Trams at cost | \$61290 |
| ===== | | ===== |

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 1991 (Cont'd)

9. Creditors and Borrowings (Current)

| | | |
|--|-------------|--------|
| | | Nil |
| | Bank Loans | 1500 |
| | Other Loans | ----- |
| | | \$1500 |
| | | ===== |

10. Members Funds

| | | |
|--|------------------------|---------|
| | | \$92870 |
| | Members Retained Funds | ----- |
| | | \$92870 |
| | | ===== |

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 |
| | | ===== |

13. Lease Expenditure Commitments

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

14. Contingent Liabilities

| | | |
|--|---------------------------------------|-------|
| | There no known contingent liabilities | |
| | | Nil |
| | | ===== |

15. Remuneration of Directors

The Articles of Association specifically prohibit payment of Directors Fees.

16. Auditors Remuneration

| | | |
|--|--|-----|
| | Amount received or due and received by the auditors: | |
| | 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, 1991

In accordance with Division 5 of Part 3.6 of the Corporations Act and by authority of a resolution of the Board of Directors of the Society we state that:-

- (1) In the opinion of the Directors:-
- (a) the Profit & Loss Account is drawn up so as to give a true and fair view of the results of the Society for the financial year ended 30th June, 1991.
 - (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, 1991.
 - (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 have been made out in accordance with applicable approved accounting standards.
- (3) The accounts have been properly prepared by a competent person.
- Signed on behalf of the Board by:-

R.C. Gilbert
Director

P.N. Walker
Director

Dated at Ballarat this 12th day of September, 1991.

AUDITOR'S REPORT TO THE MEMBERS OF BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

We have audited the accounts of the Society shown on the attached pages and the Statement by Directors. Our audit was conducted in accordance with Australian Auditing Standards.

In our opinion the accounts of the Society are properly drawn up:

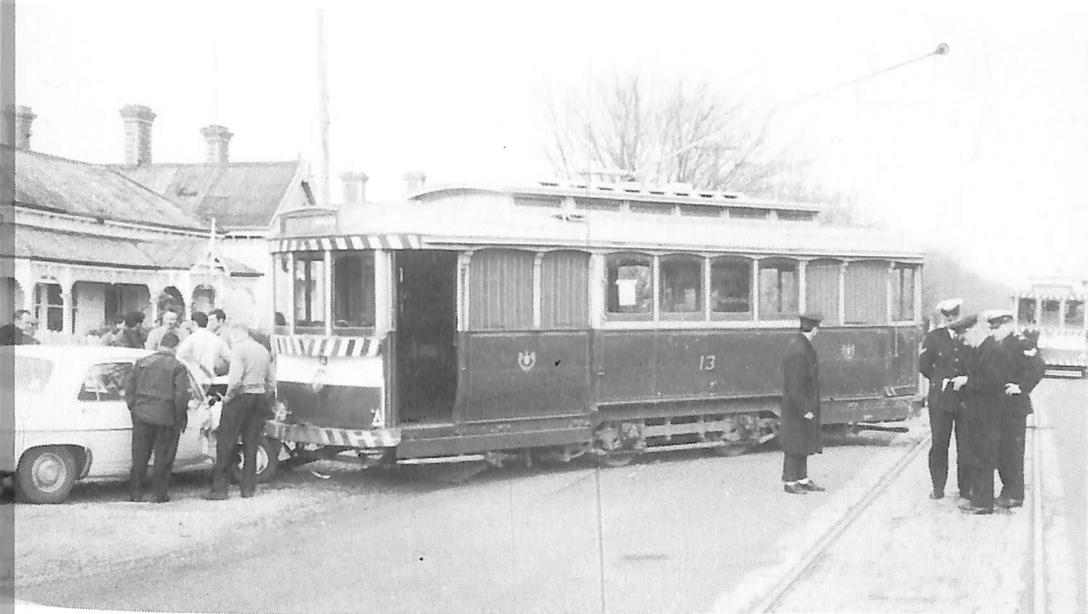
- (a) so as to give a true and fair view of the matters required by Division 4 of Part 3.6 of the Corporations Law to be dealt with in the accounts;
- (b) in accordance with the provisions of the Corporations Act; and
- (c) are in accordance with applicable accounting standards.

and are in conformity with the Statements of Accounting Concepts.

**K.L. Paroissien & Associates
Certified Practising Accountants**

R.G. Paroissien, Partner

Hawthorn, 12th day of September, 1991.



In this accident in June 1970, No. 13 derailed and collided with a parked car in Drummond St. North. Tram 28 has reversed at the Duncan St. loop, while the Inspector assists the police in the preparation of their report. PHOTO Ballarat Courier



No. 38 travels along Sturt St. West in May 1960, with hardly a car in sight. It would appear that the driver is standing in the front doorway with the door open while the photographer takes the shot. In those days there was little danger to trams from traffic. The trams ran in the "gutter" and in both directions on what was the Western Highway to Adelaide from Melbourne. PHOTO Ballarat Courier



Late in 1972, the old Wendouree Parade tram depot, built in 1887 for the horse tram service was demolished. The Society had by then just moved into its new building.
PHOTO Ballarat Courier