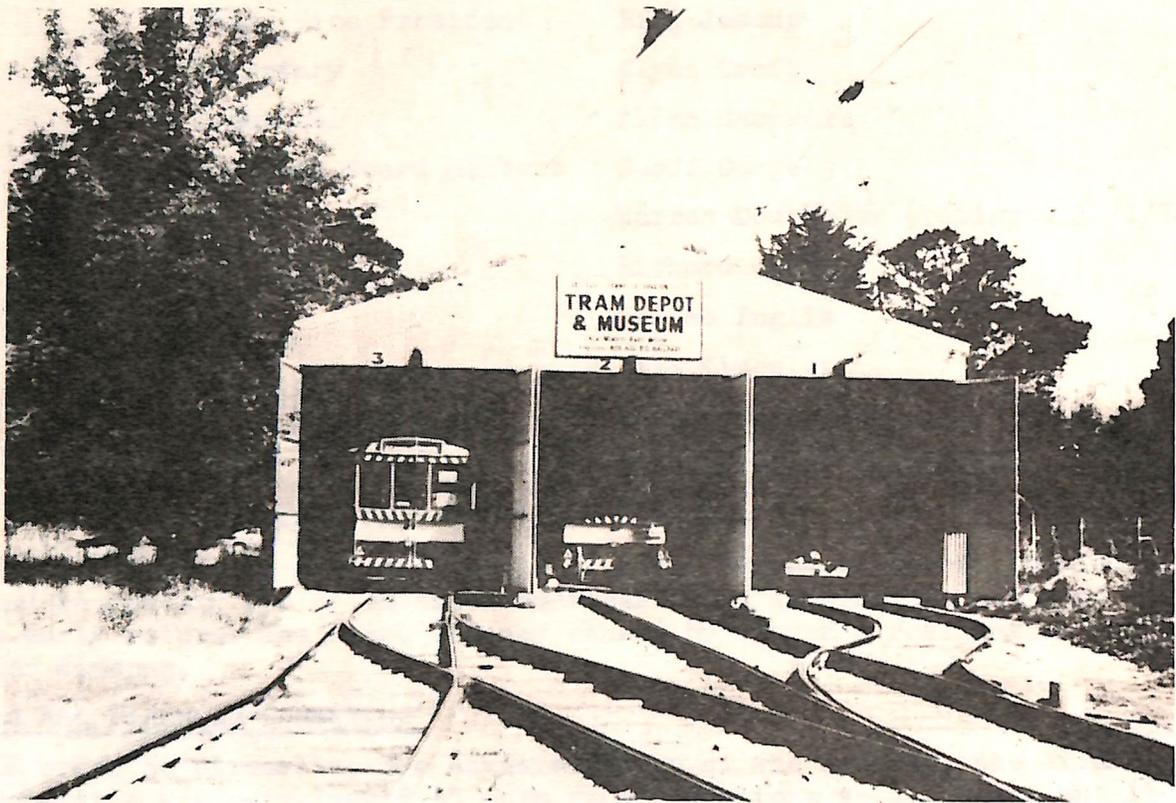


Ballarat Tramway Preservation Society



ANNUAL REPORT

and

FINANCIAL STATEMENT

1973 - 74

BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED

ANNUAL REPORT

1973-74

Dear Member,

I have much pleasure in presenting the first Annual Report of Ballarat Tramway Preservation Society Limited for the year ended 30th June 1974.

This year has been marked by our continuing progress towards the goal of operating a Tourist Tramway. Of particular importance was the Incorporation of what was the Ballarat Tramway Preservation Society, and the entering into of an operating agreement and lease with the Ballaarat City Council.

We thank the Council, various governmental instrumentalities, and other kindred societies for their continued co-operation.

ADMINISTRATION

Board of Management

During the year the Board of Management consisted of:

President	Maurie Calnin
Ballarat Vice President	Frank Hanrahan
Melb. Vice President	Bill Jessup
Secretary	Clyde Croft
Treasurer	Allan Harnwell
Ordinary Board Members	Geoff Cargeeg
	Warren Doubleday (resigned 11/1/74)
	Richard Gilbert
	Graeme Inglis
	Bill Kingsley
	Barry McCandlish
	Peter Winspur (appointed 11/1/74)

Immediate Past President Hal Cain

We regret that we lost the services of our Engineer, Warren Doubleday, who departed in January for an extended overseas tour. We wish him well and look forward to his early return. The Board vacancy caused by Warren's resignation has been filled by Peter Winspur.

Finance and Planning Committee

In order to streamline the administration of the Society, the Finance and Planning Committee was established to make recommendations to the Board on all aspects of the Society's affairs after more detailed and prolonged discussion than is possible at monthly meetings of the Board. Membership of this Committee is as follows:

M. Calnin, F. Hanrahan, W. Jessup, C. Croft, A. Harnwell, G. Cargeeg, R. Gilbert, G. Inglis, W. Kingsley, B. McCandlish, P. Winspur, H. Cain, R. McUtchen and G. Young.

I take this opportunity to thank Graeme Inglis for his work as Secretary of the Finance and Planning Committee, without which the Secretary's task would have been all the more difficult.

Management

The management of the Society is vested in the General Manager to whom the Traffic and Engineering Managers are responsible.

I thank Richard Gilbert for his work as General Manager and Traffic Manager.

I wish to record the Society's appreciation of the excellent work performed by Warren Doubleday in his capacity as Engineering Manager, until he departed on his overseas tour. Warren was responsible for laying the foundations of the Society Works Programme and supervised and participated in the planning and construction of the depot, the depot fan, the access track and the overhead. I also thank Warren for establishing valuable lines of communication with the Ballaarat City Council, the State Electricity Commission of Victoria, and other organizations.

I thank Bill Kingsley for taking on the office of Engineering Manager on Warren's departure and consolidating and continuing the Works Programme. In particular, I thank him for the continued development of liason with the MMTB and the final design and planning of the curve into Wendouree Parade.

MEMBERSHIP

At present the Society has 316 members. The Society continues to have the largest membership of any tramway museum in South-East Asia.

INCORPORATION

On October 4th 1973, Ballarat Tramway Preservation Society Limited was incorporated. Incorporation was one of the major obstacles to the operation of the tramway and we thank our Solicitors, Messrs. Russell, Kennedy and Cook, for their willing assistance and co-operation in this matter.

OPERATING AGREEMENT

Shortly after our Incorporation negotiations concluded with the Ballarat City Council regarding the terms of an agreement for the operation of the tramway, and for a lease of the land upon which the depot now stands. We thank the Council for their co-operation and assistance in relation to this agreement.

MEETINGS

During the course of the year Board meetings were held monthly, with some special Board meetings being held as the need arose. One General Meeting of the Society was held for the purpose of making a minor amendment to the Memorandum of Association as required by the Commonwealth Taxation Office.

A number of entertainment meetings have been held, the general intention being that these meetings be bi-monthly. We feel that those members who have attended the entertainment meetings would endorse our thanks to those who have provided the slides and movie films screened.

PUBLICITY

Thanks are due to Maurie Calnin for the continued regular publicity of the activities of the Society in Ballarat. Such publicity is an invaluable investment for the future and has also brought forth donations of money and items of tramway interest. The Society also enjoyed good publicity through two exhibitions in the past year.

TOURS

The Society has operated several successful tours including two car-goods train trips on the now closed V.R. branch to Mirboo North; and a most successful weekend trip to Adelaide last March for the opening of the Australian Electric Transport Museum's tramway at St. Kilda, South Australia. A day excursion on Melbourne's northern tram routes, utilising an L class unseen in service for five years, was held recently.

TRAMCAR ACQUISITION

I am pleased to announce that the Society has obtained the use of tram No. 30, which had been displayed at Kaniva by the local Lions Club. This tram has been leased from Tony Smith, Andy Cook, Terry Oakley and Geoff Cargeeg, and I thank them for their efforts in negotiating for the acquisition of this tram from the Kaniva Lions Club.

CONCLUSION

My thanks go to all those who have assisted me during the past year. At the risk of inadvertently ignoring anybody, I must specifically thank Maurie Calnin for his able chairing of and assistance at meetings generally; Frank Hanrahan for his untiring work in installing electrical equipment at the depot; and his assistance generally in making local arrangements in Ballarat; Richard Gilbert for his work as General Manager and Traffic Manager; Warren Doubleday and Bill Kingsley for their work as Engineering Managers; and to Allan Harnwell and Graeme Inglis without whose willing assistance and advice in the carrying out of the administrative work of the Society the Secretary's job would have been impossible.

During the past year it has sometimes been necessary to make decisions which have been for the continued well-being of the Society and its members, but which have been unpopular and often misunderstood.

As to the misunderstandings, the fault may be mine; but as to the decisions which have had to be initiated, I make no apology, but thank you for your expression of confidence in me for the forthcoming year.

Melbourne

6th August 1974

Clyde E. Croft
SECRETARY

GENERAL MANAGER'S REPORT

The past year has been one of forward progress by the Society through its volunteer labour. At the commencement of the last operational year it became necessary, due to the workload, to create a General Manager's branch over which he would administer. An Engineering Manager and a Traffic Manager. The Engineering Manager is responsible for all works undertaken by the society whilst the Traffic Manager is responsible for the operation of the tramway service and also other dealings with the public such as the operation of the Museum and exhibitions. Warren Doubleday commenced as Engineering Manager and did an excellent job but new horizons dawned and he decided to travel and work overseas. Bill Kingsley was then appointed to the position and has carried it successfully through the year. The efforts of both engineers have been of such magnitude that we are much nearer to having the tramway in full operation in such short time. Within the Engineering Manager's department is Frank Hanrahan who has, with much professionalism, completed the electrical substation and supply of electricity to the tramcars and the depot. Frank's efforts are such that every member of the society is conscious of his work and is sincerely grateful for it.

As the workload under the Engineering Manager increased it became necessary to appoint a Works Officer to conduct and organise work parties under the direction of the Engineer. Peter Winspur was appointed to, and has shown a competent effort, in this position. Erection of the overhead wiring was commenced by Warren Doubleday and passed to Clyde Croft and Graeme Inglis when Warren moved overseas and except for final adjustment is virtually complete.

The position of Traffic Manager was given to myself and is detailed elsewhere in this report.

The Society has successfully negotiated with the Victorian Railways to obtain a lease of the Departmental Residence at Bungaree. This house will be used by volunteer workers not resident in Ballarat who wish to stay overnight when working for the weekend in Ballarat. Bob Prentice has shown much interest in organising painting and repairs to the building.

The backbone of the society is the volunteer workers without which the society would not exist. I have had a rewarding year working with and I would like to express my fullest appreciation to all the volunteer workers who have constantly worked so hard for the Society. I look forward to the full operation of the tramway in the forthcoming year and further look forward to the co-operation again from our volunteer workforce. In particular I would like to thank the following people very sincerely for their help: Warren Doubleday, Bill Kingsley, Peter Winspur, Frank Hanrahan, Gavin Young, Bob Prentice, Noel Gipps, Maurie Calnin, Clyde Croft, Graeme Inglis, Allen Harnwell, Geoff Cargeeg, Bill Jessup, Andrew Hall, Lindsay and Jeffrey Bounds.

R. GILBERT

GENERAL MANAGER

TRAFFIC MANAGER'S REPORT

The operations of the Traffic Manager's department have been diversified over a number of areas which are detailed below:-

MUSEUM The museum display is the main operating section that deals with the public. The display has been open every Saturday and Sunday plus certain public holidays over the past year and since the inception of tramway style tickets for admittance from September, 1973 a total of 4,000 persons have visited the display. Additional to this was a group booking by the Vintage Train Committee in which 800 persons were admitted. The display has been added to and altered during the year so that persons revisiting may see a different selection of items.

EXHIBITIONS The society was represented at two exhibitions during the year. During March, 1974 a stand was placed at the Australian Model Railway Exhibition at the Camberwell Civic Centre as was done the previous year. The display was successful for both Sales Department and general public relations. A stand was placed at the hobbies exhibition at the Missions to Seamen located at the Flinders Street extension, Melbourne, which earned some revenue for the Sales Department, as well as promoting the society name.

The Society will continue to place displays at exhibitions where it is considered practicable.

OPERATIONS A lot of time has been spent in formulating plans to allow for the running of the tramway. Meetings are conducted with members concerned with various specific areas of operation such as Driver Training, revenue accounting, compilation of rule books and distribution of equipment (tickets, uniforms) to mention just a few.

Driver Training : Clyde Croft is the convenor and has been having successful negotiations with the Melbourne & Metropolitan Tramways Board concerning the arrangements for training our members to drive tramcars.

Accounting : Gavin Young has materially designed most items required which includes 'Pay in Forms', 'Ticket Waybills' and crew rosters. A very generous gesture on his part is to pay for the cost of printing the tram tickets and the society will re-imburse him as they are used.

RULE BOOKS A small group of members have been advising on the writing and compilation of rule books covering tramway operations. Clyde Croft has written a manual covering tram driving whilst Peter Winspur has been compiling rule books covering Conductors duties and general rules.

GENERAL Discussions are being conducted among invited members on other matters relating to the finalisation of plans covering operation of the tramway which are all necessary before we can operate efficiently.

DEPOT FOREMAN As the volume of tasks undertaken by the Traffic Manager have grown, similar with that of the Engineering Manager, the position of Depot Foreman was created to allow duties to be delegated and at the same time fully supervise work parties in the depot now that traffic operations are soon to commence. Gavin Young has been appointed to this position and is certainly most competent and dedicated to it. I would like to record my appreciation to him for all his time and effort placed into the society.

R. GILBERT
TRAFFIC MANAGER

ENGINEERING MANAGER'S REPORT

TRACK During the last 12 months we have brought the track almost to completion. Connection between 2 road on the fan and 1 road in the shed is now complete. The access track toward Wendouree Parade has been lifted and packed and brought onto as near perfect an alignment as our second hand rails will allow. Additional sleepers have been obtained courtesy of Four 'n' Twenty and the Borough of Sebastapol. We are presently lifting sleepers from beneath the roadway near the old Sebastapol terminus. The various joints in our rails have either been welded or fishplated, Mr. Ted Quillian assisting here. A few joints still await final attention. Bonding of rail to rail and track to track is also almost complete.

Consequent to our own survey and design, Mr. Ken Painter of the M. & M.T.P. has had drawn up for us a detailed plan of the connection from our access track into Wendouree Parade. We are currently waiting and hoping eagerly for a reply from the Board concerning to what extent they will help us in this major task.

DRAINAGE Surface drains to both Wendouree Parade and Gillus Street worked hard last Winter and Spring. An additional carrier drain has been placed under the fan. Absorbent drains along the west and north sides of the building now feed into the storm water drain. These new drains have also enabled us to restore the full downpiping on the north side and relieve the surroundings of much surplus water. The City Council is soon to install pits beside our access connection at Wendouree Parade.

DEPOT BUILDING The miniature concrete retaining wall is now complete on both sides of the depot except for the future concrete floored area at the west end of 3 road. A base of broken tiles, topped with quarry scalings, has raised the depot floor between tracks to rail level. These two moves, together with the additional drainage and the concreting of the office floor have vastly improved the dryness inside the depot. An apron wall is currently under construction across the front of the depot (east end), improving the appearance greatly and preventing illegal entry.

OVERHEAD All wiring has been temporarily strung above the fan and access track and within the depot. Additional poles are to be obtained and erected, after which the overhead can be completed.

ELECTRICITY During the year in retrospect the power pole and transformer were placed by the S.E.C. The isolating transformer was rewound and all electrical panels, dials, gauges, diodes, rectifier etc. have been installed. The main feeder cable is up and insulated and only the outside delivery main and earth require attention. On Sunday, July 21st, late and without advertisement, Frank Hanrahan closed the old Sebastapol circuit breaker, the pole was raised on car 14, and we again saw the lights and heard the sound of the compressor of a real live Ballarat tram.

A higher pole is required to be placed beside our level crossing to elevate the wires serving the nearby pumphouse. Until this is done we cannot operate past the crossing.

CARS Bob Prentice and co. have continued to work on the tramcars, particularly to the roof of car 27. Meanwhile, motors, compressors, controllers, brakes have been checked and attended to on most cars.

RAIL All good re-usable rail has been removed from the rail storage area to the Council store-yard, and we are greatly indebted to the City Council for their help and interest in this regard. Scrap rail presently awaits final disposal.

PEOPLE This Engineering Report would not be complete without thanking particular people for their help during the year. City Engineer Bob Sharp and his assistant Gerald Jenson. Bill Chaplin and Gordon Ainlee at the Store Yard, Bill Llowellyn at the S.E.C. Mr. Beaumont, gardens curator. Fred Potter, for fixing our bits and pieces at his Esso workshop. Ted Davies for appreciated advice. Geoff, Barry, Terry, Tony for the invaluable help of their overhead

maintenance truck. Others have been mentioned above. Len Doull is a great help in organising affairs in Ballarat. To all these people our thanks, and to any others that have been inadvertently omitted.

Especial thanks must be extended to our previous engineer, Warren Doubleday, for his great work toward an ambition for which he was not able to stay to accomplish.

THE FUTURE The connection into Wendouree Parade. Operation around the west side of the lake. A new terminus beside the waters at the north end. Number 2 shed, with workshop, pit and proper museum. There is much to work toward. Perhaps the task has only commenced.

BILL KINGSLEY

ENGINEERING MANAGER

SALES DEPARTMENT

The Sales Department has provided a service through the year to both members and the general public and a look at the financial statement will show the surplus for the year. A reason the Sales earned a considerable amount of revenue was due to the visit of the 'Vintage Train' during October, 1973 and the stands placed at the two exhibitions mentioned earlier. Moves are being initiated to endeavour to expand the business of the Department which is a vital service and public relations operation of the Society. I would like to thank the following people for their assistance in supplying photographs and slides for copying and helping generally such as at exhibitions and in operation of the museum display: Bob Prentice, Colin Withington, Peter Rees, David Frost, Graeme Inglis, Allan Harnwell, Clyde Croft, Alwyn Marshall and Richard Gilbert.

L. & J. BOUNDS

SALES OFFICERS

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Period 4th October, 1973 to 30th June, 1974

REPORT OF THE AUDITOR

I report that I have audited the books and records of Ballarat Tramway Preservation Society Ltd. and that I have received all information and explanations required by me.

The accompanying Income & Expenditure Account for the period 4th October, 1973 to 30th June, 1974 and the Balance Sheet as at that date are, in my opinion, properly drawn up in accordance with the provisions of the Companies Act 1961 and so as to give a true and fair view of the matters required by Section 162 of that Act to be dealt with in the accounts.

I further report that the accounting records and other records and the registers required by the Companies Act 1961 to be kept by the Company have been, in my opinion, properly kept in accordance with the provisions of the Act.

To the best of my knowledge and belief there is no defect or irregularity in the accounts nor is there any matter not set out in the accounts without regard to which a true and fair view of the matters dealt with by the accounts would not be obtained.

R.G. Paroissien, A.A.S.A., A.C.I.S., A.T.I.A.

Registered Company Auditor

Nunawading 14th July, 1974.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Period 4th October, 1973 to 30th June, 1974

ANNUAL REPORT OF THE DIRECTORS

Your Directors submit herewith the Financial Statements of the Company for the period 4th October, 1973 to 30th June, 1974 and in accordance with Section 162A of the Companies Act 1961 report as follows -

(a) Directors in office as at the date of this report are:

Mr. M. Calnin	Mr. C.E. Croft
Mr. F.D. Hanrahan	Mr. A.R. Harnwell
Mr. H. Cain	Mr. R.C. Gilbert
Mr. B.R. McCandlish	Mr. G.K. Cargeeg
Mr. C.W. Jessup	Mr. G.B. Inglis
Mr. W.J. Kingsley	Mr. P.P. Winspur

(b) The principal activity of the Company in the course of the financial year has been to promote and operate a tramway museum, and there was no significant change in the nature of the Company's activities during the year.

(c) The Net Surplus of the Company for the period under review was \$158.

(d) The following amounts were transferred to reserves or provisions during the financial year:-

Provision for Depreciation	\$110
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(e) No shares or debentures were issued during the year.

(f) The Memorandum of Association specifically prohibits the payment of any dividends.

(g) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain that all known bad debts had been written off and that adequate provision had been made for doubtful debts.

(h) At the date of this report the Directors are not aware of any circumstances which would render the amount written off for bad debts or the amount of the provision for doubtful debts inadequate to any substantial extent.

(i) The Directors took reasonable steps, before the Income and Expenditure Account and Balance Sheet were made out, to ascertain that the current assets of the Company (other than Debtors) were shown in the accounting records of the Company at a value equal to or below the value that would be expected to be realised in the ordinary course of business.

(j) At the date of this report the Directors are not aware of any circumstances which would render the values attributed to current assets in the accounts misleading.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Period 4th October, 1973 to 30th June, 1974

ANNUAL REPORT OF THE DIRECTORS (Continued)

- (k) At the date of this report there does not exist any charge on the assets of the Company or any contingent liability which has arisen since the end of the financial year.
- (l) No contingent or other liability has become enforceable or is likely to become enforceable within the period of twelve months after the end of the financial year which, in the opinion of the Directors, will or may affect the ability of the Company to meet its obligations as and when they fall due.
- (m) At the date of this report the Directors are not aware of any circumstance not otherwise dealt with in the report or the accounts which would render any amount stated in the accounts misleading.
- (n) The results of the Company's operations during the financial year were not, in the opinion of the Directors, substantially affected by any item, transaction or event of a material and unusual nature.
- (o) In the interval between the end of the financial year and the date of this report not item, transaction or event of a material and unusual nature has arisen which is likely, in the opinion of the Directors, to affect substantially the results of the Company's operations for the next succeeding financial year.
- (p) No options have been granted by the Company over its shares nor are any options outstanding.
- (q) No Director, since the end of the previous financial year, has received or has become entitled to receive a benefit by reason of a contract made by the Company 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 substantial financial interest.

This report is made by authority of a resolution of the Directors and signed on behalf of the Board by -

CLYDE E. CROFT - Director

GRAEME B. INGLIS - Director

Dated at Mooroolbark this 14th day of July, 1974.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Period 4th October, 1973 to 30th June, 1974

STATEMENT BY DIRECTORS

We, Clyde Elliott Croft and Graeme Bruce Inglis, being two of the Directors of Ballarat Tramway Preservation Society Ltd., do hereby state in accordance with a resolution of the Board of Directors that in the opinion of the Directors the accompanying Income and Expenditure Account is drawn up so as to give a true and fair view of the results of the business of the Company for the period 4th October, 1973 to 30th June, 1974 and that the accompanying Balance Sheet is drawn up so as to give a true and fair view of the state of affairs of the Company as at the 30th June, 1974.

Dated at Mooroolbark this 14th day of July, 1974.

CLYDE E. CROFT - Director

GRAEME B. INGLIS - Director

STATEMENT PURSUANT TO SECTION 162 (12)

OF THE COMPANIES ACT 1961

I, Allan Robert Harnwell, being the person in charge of the preparation of the accompanying accounts of Ballarat Tramway Preservation Society Ltd. for the period 4th October, 1973 to 30th June, 1974 hereby state that to the best of my knowledge and belief such accounts give a true and fair view of the matters required by Section 162 of the Companies Act 1961 to be dealt with therein.

Dated at Mooroolbark this 14th day of July, 1974.

ALLAN R. HARNWELL

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Balance Sheet as at 30th June, 1974.

SOCIETY FUNDS

Accumulated Fund

Balance from Unincorporated Society	3918
Plus Surplus for Period	<u>158</u>
	<u>\$4076</u>

THESE FUNDS ARE REPRESENTED BY:-

Current Assets

State Savings Bank of Victoria	247	
Australia & New Zealand Banking Group Ltd.	90	
Cash on Hand	20	
Deposit	3500	
Stock on Hand (at cost)	<u>473</u>	
		4330

Less Current Liabilities

Creditors	4	
Subscriptions in Advance	64	
B.T.P.S. Co-operative Ltd. (Payable within 12 months)	<u>300</u>	
		<u>368</u>
		3962

Plus Non-Current Assets

Investments

Powellite Press (at cost)	60	
Direct Acceptance Corporation Ltd. (at cost)	<u>500</u>	560

Fixed Tangible Assets

Tram Depot & Trackwork (at cost)	7308		
Less Provision for Depreciation	<u>221</u>	7087	
Electrical Equipment (at cost)	782		
Less Provision for Depreciation	<u>63</u>	719	
Other Equipment (at cost)	146		
Less Provision for Depreciation	<u>15</u>	131	7937
			<u>8497</u>
			12459

Less Non-Current Liabilities

B.T.P.S. Co-operative Ltd. (Payable after 12 months)	3883	
A.R.H.S. Victorian Division	1000	
Members Loans	<u>3500</u>	8383
		<u>\$4076</u>

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Income & Expenditure Account for Period 4th October 1973 to 30th June 1974

INCOME

Members Subscriptions		262
Donations:- General		27
Museum		374
Museum Takings		471
Interest Received		162
Sales Department Surplus (as per attached statement)		182
Tour Surplus:- Adelaide	8	
Mirboo North	21	29
		<u>1507</u>

LESS EXPENDITURE

Administrative

Telephone and Postage	268	
Printing and Stationery	247	
Advertising	13	
Electricity	86	
Insurance	52	
Room Rental	15	
Audit Fee (B.T.P.S. Co-operative Ltd.)	15	
Legal Fees (Including Incorporation Expenses)	188	
General Expenses	24	908

Tramway Operating Expenses

Tram Car Repairs	21	
Driver Training & Uniforms	68	
Interest Paid	210	
Hire of Equipment	25	
Equipment Repairs & Maintenance	7	
Depreciation - Tram Depot & Trackwork	52	
Electrical Equipment	47	
Other Equipment	11	441

Surplus for Period

1349
\$158

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Sales Income & Expenditure Account for Period 4th October, 1973 to 30th June, 1974

<u>Sales</u>		758
<u>Less Cost of Goods Sold</u>		
Stock on Hand 4/10/73	532	
Purchases	517	
	<u>1049</u>	
Less Stock on Hand 30/6/74	473	576
		<u>576</u>
<u>Surplus for Period</u>		<u>\$182</u>

BALLARAT TRAMWAY PRESERVATION SOCIETY

AUDITOR'S REPORT

In my opinion the accompanying Balance Sheet as at 4th October, 1973, and the Income and Expenditure Statement for the period July, 1973 to 4th October, 1973 are properly drawn up to give a true and fair view of the affairs of the Ballarat Tramway Preservation Society.

14th July, 1974.

R.G. Paroissien, A.A.S.A., A.C.I.S.,
A.T.I.A.

Honorary Auditor.

BALLARAT TRAMWAY PRESERVATION SOCIETY

Balance Sheet as at 4th October, 1973

1972

\$

SOCIETY FUNDS

Accumulated Fund

1983	Balance brought forward 30/6/73		3897
1914	Plus Surplus for Period		<u>21</u>
3897			<u>\$3918</u>

THESE FUNDS ARE REPRESENTED BY:

Current Assets

<u>State Savings Bank of Victoria</u>			
283	Current Account		76
505	Reserve Account		--
-	Australia & New Zealand Banking Group Ltd		338
20	Cash on Hand		20
147	Debtors & Prepayment		264
-	Subscription in Arrears		11
622	Stock on Hand (at cost Price)		<u>532</u>
1577			1241

Less Current Liabilities

162	Creditors		149
-	Subscriptions in Advance		133
224	B.T.P.S. Co-operative Ltd. (Payable within 12 months)		290
386			<u>572</u>
1191			669

Plus Non-Current Assets

6214	Tram Depot & Trackwork (at cost)	6592	
(150)	Less Provision for Depreciation	<u>170</u>	6422
546	Equipment (at cost)	605	
(6)	Less Provision for Depreciation	<u>20</u>	585
60	Investment - Powellite Press		<u>60</u>
6664			<u>7067</u>
7855			7736

Less Non-Current Liabilities

3958	B.T.P.S. Co-operative Ltd. (Payable after 12 months)		<u>3818</u>
<u>\$3897</u>			<u>\$3918</u>

BALLARAT TRAMWAY PRESERVATION SOCIETY

Income & Expenditure Account for Period 1st July, 1973 to 4th October 1973.

<u>1972</u>			
			\$
			\$
	<u>INCOME</u>		
511	Subscriptions	49	
70	Donations - General	41	
1285	Museum	184	
606	Sales Department Surplus (as per attached statement)	82	
163	Tours - Trams	-	
-	Train (Mirboo North)	14	
8	Bank Interest	6	
26	S.E.C. Depot Open Days	-	
434	Museum Takings	54	
		<hr/>	
<u>3103</u>		430	
	<u>LESS EXPENDITURE</u>		
113	Telephone & Postage	61	
71	Printing & Stationery	95	
78	Advertising	--	
54	Electricity	30	
218	Insurance	75	
213	Hire of Equipment	30	
94	Equipment Repairs & Maintenance	5	
4	Room Rental	2	
1	Freight & Cartage	-	
8	Bank Charges	5	
15	Audit Fee (B.T.P.S. Co-operative Ltd.)	-	
-	General Expenses	-	
96	Depreciation :- Depot & Trackwork	20	
6	Equipment	14	
217	Interest	71	
1	Subscriptions	1	
		<hr/>	
<u>1189</u>		409	
<u>\$1914</u>	<u>Surplus for Period</u>		<u>\$21</u>

BALLARAT TRAMWAY PRESERVATION SOCIETY

Sales Income & Expenditure Account for Period 1st July, 1973 to 4th October, 1973

<u>1972</u>			
\$			
<u>1028</u>	<u>SALES</u>		302
	<u>Less Cost of Goods Sold</u>		
30	Stock on Hand 30/6/73	622	
<u>1014</u>	Purchases	<u>130</u>	
1044		752	
<u>622</u>	Less Stock on Hand 4/10/73	<u>532</u>	
422			<u>220</u>
<u>\$606</u>	<u>Surplus for Period</u>		<u>\$82</u>