

BALLARAT TRAMWAY PRESERVATION SOCIETY

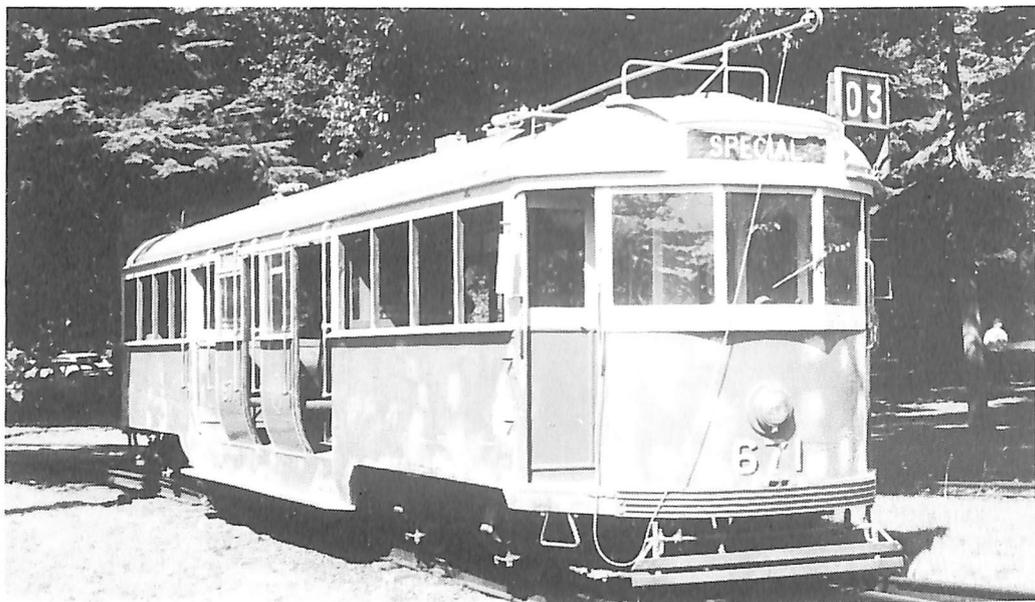
LIMITED
A.C.N. 005 021 312



Twenty one Years Ago; No. 40 at the corner of Sturt and Dawson Streets on the last Saturday morning of operation, 18 September 1971. PHOTO Ballarat Courier

ANNUAL REPORT 1991-92

Ballarat Tramways are Ballarat History



Tram No. 671 looking like it has the case of measles, poses at the depot during its repaint in March 1992.
PHOTO Carolyn Dean



John Phillips records No. 14 rolling along Wendouree Parade for the Society's video contribution at the COTMA Perth Conference.
PHOTO Carolyn Dean

ANNUAL REPORT 1991-1992

Dear Member,

Your Board has pleasure in presenting the nineteenth Annual Report of the Ballarat Tramway Preservation Society Limited for the year ended 30th June 1992. The year has been one in which achievements were made.

The restoration of the Horse Tram and the further construction of the display area in tram No. 39 have reached the point that the planned date for a joint opening has been set for November. The work by David Macartney, Barry Macandlish and Warren Doubleday, assisted by Jackqui Edwards is of a high standard and we are justifiably proud of it.

The conference of the Council of Tramway Museums of Australasia was held in Perth from 24th May to 4th June and was most enjoyable as well as educational and informative. There were over 60 delegates from other museums and the Perth Electric Tramway Museum are to be congratulated for such a professionally run function. The next conference will be held in Bendigo in 1994 and we look forward to the furtherance of good relations between museums at that venue.

The Scout Jamboree, held in Ballarat during January, was a boost to our passenger figures and revenue. The hard work put in by our members in manning the trams and conducting tours of the depot is appreciated.

During the year a local member Frank Puls was qualified as a tram driver and Peter Hill, who has been with us for many years retired. Three new other drivers also joined the roster, David Tidy, Len Millar, and Phillip Bertram. We welcome Frank with his witty humour and enjoyable approach to the job, on board with us. Peter Hill has gradually been winding down his railway interests and after a dunking in the drain outside David Macartney's house during the floods of New Years Eve, decided to retire from his active roll. I thank Peter for his many years of service in operating the tram on mid week services.

The Board continually strives to make our newsletter 'Fares Please!' as interesting as possible to all our readers. The historical articles by Alan Bradley, along with photographs have added a lot of interest to the content. A saving has been made by posting the newsletter at the normal rate instead of that of a Registered Publication, the size of the mailout precludes any advantages sought by us in being a Registered Publication.

A 'Collection Policy' was developed by the Board and adopted as a formal statement by the Society for the guidance of planning and maintaining our collection of trams and archives. The main architect of the policy was Warren Doubleday and the Board feels satisfied at setting down such policies in a formal document for the guidance of the Society in the future. During the coming year, a 'Heritage

Policy' will be commenced. This will examine the heritage of the tramway, its relevance to the Botanic Gardens and Ballarat and the way we operate.

The Co-operative Society is not trading, as the depot has been paid off, and it is expected to be wound up during the coming year.

As we enter our 21st year, we can look back over our now, long period of history, feel proud and satisfied that our endeavours have created a worthwhile and tangible link in the history of Ballarat and have earned a respected place in its tourism.

We, as always encourage the members to participate in the running of the Society and particularly we seek those members who wish to work on the trams.

The past year has been both successful and pleasurable and I thank all those who come together in the common interest of furthering the progress of the Society, and I look forward to our 21st year with much enthusiasm.

Richard Gilbert

The Board for 1991-92 was:-

President - R.Gilbert
Ballarat Vice President - S.Butler
Melb. Vice President - J.Phillips
Secretary - P.Winspur
Treasurer - C.Dean

Board Members - A.Bradley
W.Doubleday
A.Mitchell
L.Miller
G.Rodgers
P.Walker

General Manager's Report

We are now in our 21st year and are taking the time to look back over what is now a long history. Twenty one 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. There are always projects to continue on with. Now that Horse Tram No. 1 is virtually ready for the road, the next restoration project for the next eight years or thereabouts will be Electric Supply Company Tram No. 12. Restoration and maintenance tasks will be carried on the other trams and during the coming year, track maintenance will be undertaken.

There is always a lot to do and of course keeping up enough members to work on the trams is constantly in our minds. We certainly look forward to the challenges of the future with the confidence of the experience and success of the past.

The Society Newsletter, Fares Please! was issued every two months, and its standard of production was maintained. The newsletter requires a lot of work, but we realise that for many of our members it is the only contact they have with us. With the addition of historical articles by Alan Bradley, we try to make it as interesting as possible, and during the year the Board made a decision to post it at the normal rate, which reduced the workload in sorting it and actually reduced the cost overall.

The sales section has kept up its initiative. The Scout Jamboree saw the production of a number of sales items to suit the occasion and a teaspoon was ordered for our 21st celebrations. A new enamel badge featuring the Melbourne double deck suburban train was produced during the year. Our wholesale trade to other organisations is an important part of our revenue base.

Our workers at the depot during the weekdays have progressed the Society much further than we could hope to achieve with weekend volunteer input. Barry Macandlish has worked to enormous lengths on the display area in No. 39 and it will be a proud day when we open this to the public during November 1992. Barry has also worked to create excellent results on the building of the storage area above the office and mealroom area. David Macartney has shown an excellent amount of craftsmanship in completing the restoration of Horse Tram No. 1. The project is the most comprehensive we have undertaken in tramcar restoration. The recommissioning of this tram will take place on the same day the display area is opened in November. Jackqui Edwards has worked with our weekday team assisting with the many tasks in a productive way and her pleasant company make the trio of weekday workers a compatible team.

The Society has had a good financial year, even with drop in passenger numbers. With the higher fares and careful management of our finances the surplus for the year is satisfying.

The Society is a member of the Museums Association of Australia and a member of the Central Highlands Historical Association. The later is a grouping of the various district museums and historical societies.

The Scout Jamboree which was held in Ballarat during January was a boost to our poor passenger figures and revenue. The hard work put in by our members in manning the trams and showing visitors through the depot is appreciated.

Warren Doubleday our Engineering Manager and Peter Winspur our Traffic Manager, have both 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 a successful organisation.

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. We thank them all for their services.

We look forward to our 21st year as one of celebration and one in which we look back and recall the achievements made and then look forward to a bright and positive future.

I certainly do.

Richard Gilbert

Engineering Manager's Report

Over the 12 month period under review, the Society has been busy on the various engineering, maintenance and restoration activities. While not a significant one in terms of finished products or new acquisitions, a lot of work was done on the various projects that are now nearing completion.

Track

Some minor work on the depot access track was carried out during the year. Discussions have been held with the City of Ballarat concerning the condition of the road surface along sections of Wendouree Parade. It is hoped that some repairs will be done over the next 12 months or so.

Buildings

The rear down pipe of the main shed valley gutter was renewed during the year. Internal to the building, work to gain easy access to the upstairs section of the change room and the office/mess room was carried out. This involved the construction of a new stair, catwalk in front of the substation and the provision of handrails. It is planned to move a lot of equipment at present located on the floor up into this area over the next 12 months.

The most significant addition to the building was the surfacing of the pedestrian areas of the original shed with bituminous concrete (hot mix). This was long awaited and shows the benefits in keeping the dust under control. Other sections of the shed will be done as finances permit.

Display Area

Progress on this area has not been as rapid as hoped. Painting, carpeting etc have been completed, and the display layout planned. The Society was successful in obtaining a small museums grant for this area. This was for the provision of display materials, and for the purchase of a TV monitor and video player. The latter has been purchased. The layout of the various display panels within the area has been reviewed, with trial caption print sizing, methods and back ground colours. It is intended that only part of the display will be formally completed prior to opening in order to gain visitor feedback on the initial layout.

Overhead

No significant work was carried out on the overhead during the year. It was one of minor maintenance, adjusting wires, repairing sections and changing overhead support wiring from the old poles to the new poles around the depot fan.

Tramcar Maintenance and Restoration

Work at the depot has been concentrated primarily on the restoration of the Horse Tram. The status of all our trams is reported as follows:-

Tram No. 1 - Work on the reconstruction of this important part of the BTPS collection was virtually completed by end of the financial year. This involved the completion of the two stairways, commencing the handrails and the final painting of the car itself. The work outstanding at

June 30, was the completion of the handrails, fitting of the catwalks over the end canopies and final touch up painting. This job has been the most significant one carried out by the Society so far. It is planned to formally launch the tram in November 1992.

Tram No. 11 - In use as the temporary museum display area. When the new display area is opened, it will be placed into storage as a future restoration project.

Tram No. 12 - In storage, awaiting the commencement of restoration, which will be commenced during the 1992/93 financial year.

Tram No. 13 - In service, 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 - The damaged armature was repaired and reinstalled into the tram. Since then it has been service, receiving attention on a scheduled basis.

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

Tram No. 33 - The tram was withdrawn from service in the early part of the year, due to one of the motor suspension bearings partly collapsing. The two bearings supporting the motor from No. 1 axle were renewed, and the car has since

been returned to service and is now receiving attention on a scheduled basis.

Tram No. 38 - There was no work carried out this car during the year, other than to lower it off the pit jacks. The tram had been withdrawn from service due to braking problems.

Tram No. 40 - The tram was in service until Easter when No. 1 motor developed a blown armature. This left the Society without a serviceable maximum traction tramcar. It is planned to commence repairs during the 1992-93 financial year.

Tram No. 661 - In service, receiving attention on a scheduled basis.

Tram No. 671 - Repainting work on this tram has steadily progressed throughout the year. The roof has been completed. The sides of the car have been filled, sanded, filled, sanded etc. Numerous other jobs have been carried out as well. The car has been kept mobile to enable it to be moved around as required.

General

Following the untimely demise of one of No. 40's traction motors, it has been decided to carry out a detailed examination and repair of No. 38's braking mechanism to ascertain whether it could be returned to limited service.

The Board thanks 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 Managers Report

I wrote last year of recession and 'bums on seats'. After two excellent years, the recession finally hit the Tramway in a major way and our patronage fell to the second lowest on record at 17,144. This was only 352 more than our worst year (1980/81) during the last major recession.

Fares finally rose on the 1st July 1991 and although this has had some affect on the number of people travelling, the financial health of the Society had to be maintained. Talking to other tourist operators in Ballarat, we are convinced that the general state of the economy is the major factor in the decline.

There has been a marked decline in the number of day trippers from Melbourne particularly at weekends. This is partly due to the recession and also because of the great increase in activities in Melbourne particularly on Sundays. In general terms, Ballarat needs far more promotion in Melbourne as a very accessible and desirable tourist destination.

The high point for the Traffic Branch was the Scout Jamboree in neighbouring Victoria Park from the 4th January to the 11th. Every morning (except Sundays), six bus loads of scouts invaded us for forty-five minutes and three trams were pressed into service to cater for the hoads. Other commitments kept me away during this period, but I have been told that the whole event took on something of a military operation on the part of our crews. I must thank all those who took part and particularly those who managed to

arrange to give us the whole week. In all we carried 2,400 scouts. Our annual figures would have been abysmal without them. Saturday, January 11th was the busiest day of the year when 615 people travelled.

The Begonia Festival was the quietest we can remember for years and this was reflected in the disappointing patronage on both weekends. Staff shortage allowed us to run only one weekday during the period. After the Festival over extended itself and went under financially this year, it was rescued by the local community and with a new director there is much hope for a revitalisation in the coming year. We hope to be part of this process.

The Tramway operated again on every Saturday, Sunday and holiday during the year. Our thanks to Len Millar and Frank Puls for working on Christmas Day. Ninety-two passengers were carried and some of these were amused to see Frank transform himself into Father Christmas during the afternoon.

Staffing proved to be a major worry during the year as some of our old stalwarts dropped by the wayside for various reasons. Four new drivers were qualified during the year (David Tidy, Len Millar, Phillip Bertram and Frank Puls) and three new Conductors (John Treloar, Colleen Low and Travis Jeffrey). Frank Hanrahan has returned after an absence of two years. David Frost continues to be on the sick list and has been missed all year. We all wish him better luck for the future. Peter Hill, our other school holiday stalwart hung up his uniform for the last time

after the Scout Jamboree. He had be driving for us for over fifteen years! How time flies when you have having fun.

Weather (or rather poor weather) played it's usual role in depressing our passenger figures. New Year's Eve was no exception when a downpour in the afternoon stranded Peter Hill out on the Parade for about two hours while he waited for the water to subside at Depot Junction. I have thanked Peter personally for his dedication and initiative during many 'events' which occurred whilst he was out there on his own over the years.

Our small local Ballarat team of traffic staff has been strengthened immeasurably by the qualification of Frank Puls as a driver and by Jenny, his wife who should also become a driver this year. They are putting the rest of Ballarat to shame by their dedication.

My special thanks this year goes to another local, Barry Macandlish. In addition to constructing the Museum display area, Barry made himself available many times for weekday charters and school holidays and Saturdays when no one else was available.

I thank everyone who helped to keep the tramway running during the year. I am still very optimistic that as the general health of the nation improves so will our fortunes. Our voluntary nature allows us to weather such times better than many other attractions. Morale among our small band of workers is still high and I believe that all of us still get great pleasure out of helping Ballarat Trams remain part of the Ballarat Scene.

Peter Winspur



Electric Supply Co. tram No. 16 at the Rubicon St. terminus meets the horse tram which continued the journey to Sebastopol. This electric tram terminus existed from March 1908 to April 1913 when the service was extended to Sebastopol after many public complaints.

1991/92 OPERATING STATISTICS

Month	Days Run	Km Run	Pass Carried	Av Pass per km	Av Km per day	Av Pass per day
July	18	494.0	835	1.69	27.44	46.4
August	10	260.0	497	1.91	26.00	49.7
September	15	499.2	957	1.92	33.28	63.8
October	13	470.6	1108	2.35	36.20	85.2
November	15	408.2	789	1.93	27.21	52.6
December	14	564.2	1202	2.13	40.30	85.9
January	27	1380.6	5853	4.24	51.13	216.8
February	9	371.8	770	2.07	41.31	85.6
March	13	616.2	2097	3.40	47.40	161.3
April	19	673.4	2025	3.01	35.44	106.6
May	10	351.0	539	1.54	35.10	53.9
June	9	299.0	472	1.58	33.22	52.4
Totals	172	6388.2	17144	2.68	37.14	99.7
Overall Totals	2921	129509*	355289	2.74	44.33	121.6
Previous Year	176	7178.6	19791	2.76	40.79	112.4

TRAMCAR STATISTICS

Car	1991/1992 TOTALS			PROGRESSIVE TOTALS		
	Days Run	Hours Run	Km Run	Days Run	Hours Run	Km Run
13	33	142:25	936.0	119	494:31	3255.2
14	26	116:35	837.2	774	3632:16	27136.2
18	43	167:39	1144.0	330	1432:50	9685.0
26	26	105:19	852.8	371	1760:07	15587.0
27	31	117:45	889.2	867	3829:06	29091.4
28	19	79:27	538.2	347	1525:10	10582.0
33	16	65:11	397.8	570	2545:21	17963.4
38	Nil	Nil	Nil	151	422:19	2987.4
40	24	73:48	491.4	307	1129:52	8964.8
661	21	44:54	301.6	140	369:45	2301.0
671	Nil	Nil	Nil	158	338:42	1955.2
Totals		913:03	6624.8		17479:59	129508.6
Prev. Year		970:55	7178.6			

* - 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, 1992

Your Directors submit herewith the Financial Statements of the Society for the year ended 30th June, 1992 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	19 Years	President General Manager
Mr. S.J. Butler	Floor Manager	8 Years	Ballarat Vice President
Mr. A.J. Phillips	Chief Photographer	3 Years	Melbourne Vice President
Mr. P.P. Winspur	District Operations Officer	18 Years	Secretary Traffic Manager
Mrs. C.D. Dean	Tram Driver	15 Years	Treasurer
Mr. A.V. Bradley	Clerk	11 Years	Board Member Publicity
Mr. W.A. Doubleday	Project Manager	4 Years	Board Member Engineering Manager
Mr. L.N. Millar	Property Valuer	1 Year	Board Member
Mr. A.J. Mitchell	Train Conductor	11 Years	Board Member
Mr. G.W. Rodgers	Tram Driver	4 Years	Board Member Membership Officer
Mr. P.N. Walker	Marketing	5 Years	Board Member Minute Secretary/ Sales 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 Profit for the year was \$7237.

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, 1992

Review of Operations

Financial

After last years small loss it was good to note that the Society once again was profitable, with a profit of \$7237. The profit sustained for the year was made as the loss on Tram Car Operations was reduced, and the Museum operated profitably. Although the Sales Department increased sales during the year, there was a small decrease in profit. While there was an increase in Membership Subscriptions, the cost of administration also increased, so the profit from this area was less than the previous year.
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The Loss for the year was made up as follows:-	
Profit from Administration	503
(Loss) from Tram Car Operations	(2939)
Profit from Museum	4777
Profit from Sales Department	4896

	\$7237

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 Profit 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, A.J. Phillips, P.P. Winspur, A.V. Bradley, G.W. Rodgers, W.A. Doubleday, L.N. Millar, S.J. Butler and P.N. Walker being eligible offer themselves for re-election.

R.C. Gilbert
Director

C.D. Dean
Director

Dated at Ballarat this 9th day of September, 1992.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.
PROFIT & LOSS ACCOUNT
Year Ended 30th June, 1992

<u>1991</u>		<u>Notes</u>	<u>1992</u>
<u>\$</u>			<u>\$</u>
\$36830 -----	Operating Revenue	3	\$45905 -----
(400) Nil ---	Operating (Loss) Profit Income Tax attributable to Operating Profit	2,3	7237 Nil -----
(400) Nil ---	Operating (Loss) Profit after Income Tax Profit on Extraordinary Items		7237 Nil -----
Nil Nil ---	Income Tax attributable to Profit on Extraordinary Items Profit on Extraordinary Items after Income Tax		Nil Nil -----
(400) 93270 -----	Operating (Loss) Profit and Extraordinary Items after Income Tax Retained Funds at the beginning of the financial year		7237 92870 -----
\$92870 -----	Retained Funds at end of financial year		\$100107 -----

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.
BALANCE SHEET As At 30th June, 1992

<u>1991</u>		<u>Notes</u>	<u>1992</u>
<u>\$</u>			<u>\$</u>
	CURRENT ASSETS		
	<u>-----</u>		
25160	Cash		32891
1160	Receivables	4	924
6680	Inventories	5	5702
			<u>-----</u>
33000	TOTAL CURRENT ASSETS		39517
	<u>-----</u>		
	NON-CURRENT ASSETS		
	<u>-----</u>		
80	Investments	6	80
61290	Tram Shed, Plant, Equipment & Trams	7	62010
			<u>-----</u>
61370	TOTAL NON-CURRENT ASSETS		62090
	<u>-----</u>		
94370	TOTAL ASSETS		101607
	<u>-----</u>		
	CURRENT LIABILITIES		
	<u>-----</u>		
1500	Creditors and Borrowings	8	1500
			<u>-----</u>
1500	TOTAL CURRENT LIABILITIES		1500
	<u>-----</u>		
Nil	TOTAL NON-CURRENT LIABILITIES		Nil
	<u>-----</u>		
1500	TOTAL LIABILITIES		1500
	<u>-----</u>		
\$92870	NET ASSETS		\$100107
	<u>-----</u>		<u>-----</u>
	MEMBERS' EQUITY		
	<u>-----</u>		
92870	Retained Funds	9	100107
			<u>-----</u>
\$92870	TOTAL MEMBERS' EQUITY		\$100107
	<u>-----</u>		<u>-----</u>

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.
NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
30th June 1992

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, 1992 (Cont'd)

5. Inventories (Current)

<u>\$6680</u>	Finished Goods at cost	<u>\$5702</u>
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6. Investments (Non-Current)

<u>\$80</u>	Shares in B.T.P.S. Co-operative Society at cost	<u>\$80</u>
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7. Tram Depot, Plant, Equipment & Trams

<u>97185</u>	Tram Depot & Trackwork at cost	<u>97185</u>
<u>54862</u>	Less Victorian Government Grant	<u>54862</u>
-----		-----
<u>42323</u>		<u>42323</u>
<u>27126</u>	Provision for Depreciation	<u>29242</u>
-----		-----
<u>\$15197</u>	Written down amount of Tram Depot Trackwork at cost	<u>\$13081</u>
-----		-----
<u>3201</u>	Electrical & Overhead Equipment at cost	<u>3201</u>
<u>3082</u>	Provision for Depreciation	<u>3167</u>
-----		-----
<u>\$119</u>	Written down amount of Electrical Overhead Equipment.	<u>\$34</u>
----	at cost	--
<u>4101</u>	Trams at cost	<u>4100</u>
<u>2003</u>	Provision for Depreciation	<u>2208</u>
-----		-----
<u>\$2098</u>	Written down amount of Trams at cost	<u>\$1892</u>
-----		-----
<u>85667</u>	Trams Restored at cost	<u>89301</u>
<u>37336</u>	Less C.E.P. Grant	<u>37336</u>
-----		-----
<u>48331</u>		<u>51965</u>
<u>7574</u>	Provision for Depreciation	<u>9201</u>
-----		-----
<u>\$40757</u>	Written down amount of Trams Restored at cost	<u>\$42764</u>
-----		-----
<u>1688</u>	Other Equipment at cost	<u>3167</u>
<u>1548</u>	Provision for Depreciation	<u>1640</u>
-----		-----
<u>\$140</u>	Written down amount of Other Equipment at cost	<u>\$1527</u>
----		----
<u>200</u>	Motor Vehicles at cost	<u>200</u>
<u>200</u>	Provision for Depreciation	<u>200</u>
-----		-----
<u>N11</u>	Written down amount of Motor Vehicles at cost	<u>N11</u>
----		----
<u>4928</u>	Museum Equipment at cost	<u>4928</u>
<u>1949</u>	Provision for Depreciation	<u>2216</u>
-----		-----
<u>\$2979</u>	Written down amount of Museum Equipment at cost	<u>\$2712</u>
-----		-----
<u>196970</u>	Total Tram Depot, Plant, Equipment & Trams at cost	<u>202082</u>
<u>54862</u>	Less Victorian Government Grant	<u>54862</u>
<u>37336</u>	C.E.P. Scheme Grant	<u>37336</u>
-----		-----
<u>104772</u>		<u>109884</u>
<u>43482</u>	Provision for Depreciation	<u>47874</u>
-----		-----
<u>\$61290</u>	Written down amount Total Tram Depot, Plant, Equipment & Trams at cost	<u>\$62010</u>
-----		-----

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, 1992 (Cont'd)

2. Summary of Departments

	Administration		Tram Car Operations		Sales		Museum	
	1991	1992	1991	1992	1991	1992	1991	1992
Members								
Subscriptions	2436	2922	-	-	-	-	-	-
Fares	-	-	14626	17955	-	-	-	-
Advertising	-	-	935	935	-	-	-	-
Sales	-	-	-	-	10310	11970	-	-
Donations	313	426	-	-	-	-	5155	6685
Interest	3000	2105	-	-	-	-	-	-
Grant Received	-	-	-	-	-	-	-	2500
Sundry	-	217	235	-	-	-	-	190
Total Income	\$5749	\$5670	\$15796	\$18890	\$10130	\$11970	\$5155	\$9375
Less Expenditure								
Administrative Expenses	3984	4859	-	-	-	-	-	-
Operation Expenses	-	-	18843	17771	-	-	5099	4331
Cost of Sales	-	-	-	-	4725	7074	-	-
Interest	-	-	-	-	-	-	-	-
Subscriptions	160	240	-	-	-	-	-	-
Depreciation	82	68	4070	4058	-	-	267	267
Total Expenses	\$4226	\$5167	\$22913	\$21829	\$4725	\$7074	\$5366	\$4598
Total Profit (Loss)	\$1523	\$503	(\$7117)	(\$2939)	\$5405	\$4896	(\$211)	\$4777

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

1991		1992
\$		\$
	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	- Plant & Equipment and Trams	2427
1967	- Buildings	1966
-----		-----
	Included in the operating profit are the following items of operating revenue:	
10130	Sales Revenue	11970
2749	Members Subscriptions & Donations	3565
15796	Tram Car Operations	18889
5155	Museum Donations & Grant	9376
3000	Interest:- Other Persons/Corporations	2105
-----		-----
\$36830	Operating Revenue and Inflow of Funds from Operations	\$45905
-----		-----

4. Receivables (Current)

660	Trade Debtors	924
Nil	Provision for Doubtful Debts	Nil
-----		-----
\$660		\$924
-----		-----

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.
NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
30th June, 1992 (Cont'd)

8. Creditors and Borrowings (Current)

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

9. Members Funds

\$92870	Members Retained Funds	\$100107
=====		=====

10. Capital Expenditure Commitments

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

11. Lease Expenditure Commitments

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

12. Contingent Liabilities

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

13. Remuneration of Directors

The Articles of Association specifically prohibit payment of Directors Fees.

14. Auditors Remuneration

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

15. 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 OF CASH FLOWS
FOR THE YEAR ENDED 30th June, 1992

<u>1991</u>		<u>1992</u>
\$		\$
	Cash Flows from Operating Activities	
34950	Revenue from Operations	47119
(32811)	Payments to Suppliers and Employees	(34275)
2139	Net Cash provided by Operating Activities (see Note 2)	12844
	Cash Flows from Investing Activities	
10581	Decrease in Term Deposits	14330
-	Increase in ANZ Executors & Trustees V2 Plus Fund	(27528)
-	Additions to Other Equipment	(1478)
(2596)	Additions to Tram Restoration	(3635)
7985	Net Cash used in other activities	(18311)
10124	Net Increase (Decrease) in Cash Held	(5467)
706	Cash at beginning of year	10830
\$10830	Cash at end of year	\$5363

NOTES TO THE STATEMENT OF CASH FLOWS

1. Reconciliation of Cash

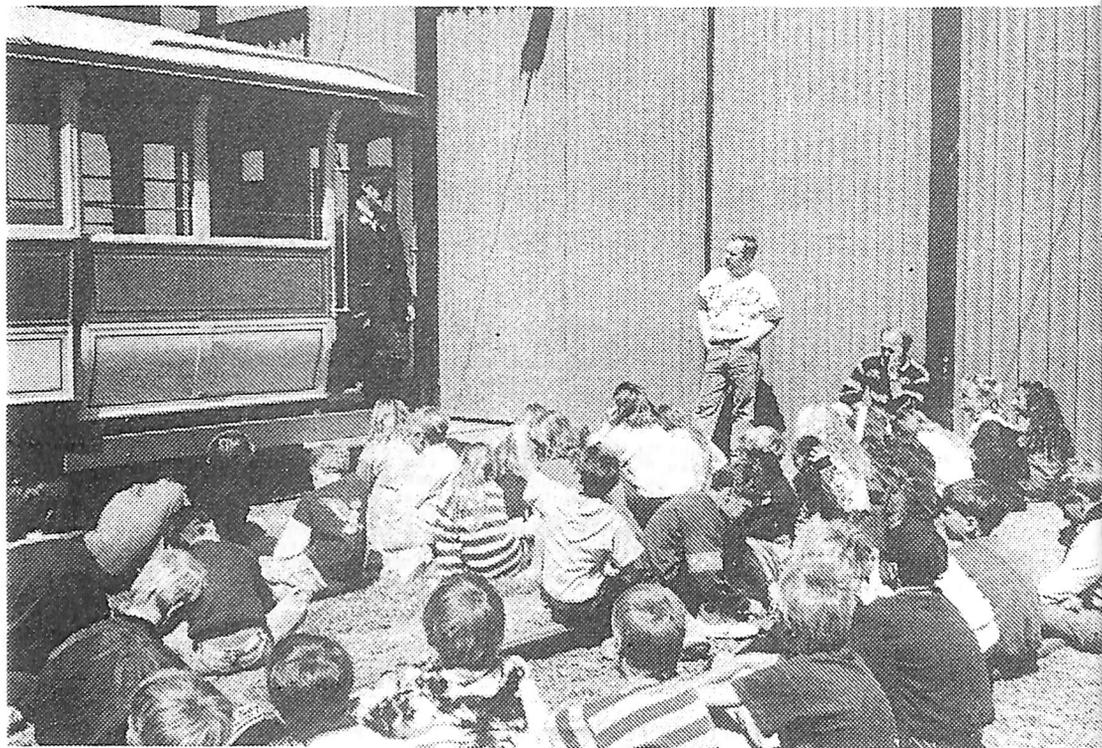
For the purpose of the Statement of Cash Flows, cash includes cash on hand and in banks and investments in money market instruments. Cash at the end of the year as shown in the Statement of Cash Flows is reconciled to the related items in the financial statements as follows:

86	Cash on Hand	54
10744	Australia & New Zealand Banking Group Ltd.	5309
\$10830		\$5363

2. Reconciliation of Net Cash provided by Operating Activities to Operating Profit after Income Tax

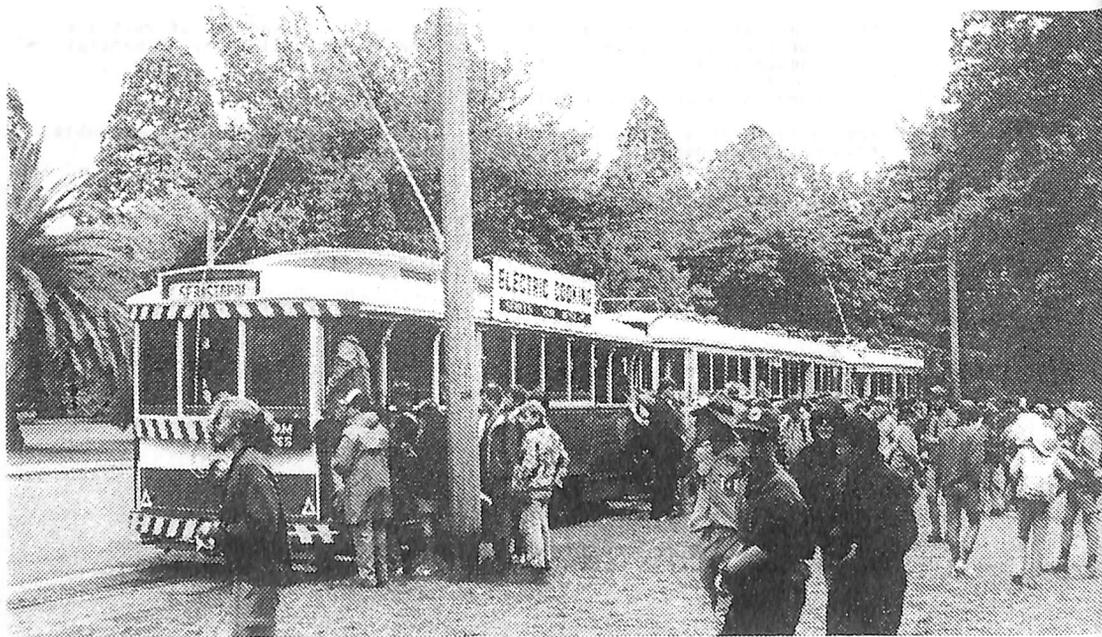
(400)	Operating (Loss) Profit	7237
4419	Depreciation	4393
	Changes in Assets and Liabilities	
(826)	(Increase) Decrease in Debtors	236
(1054)	(Increase) Decrease in Stock on Hand	978
\$2139		\$12844

Cash Outflows shown in brackets



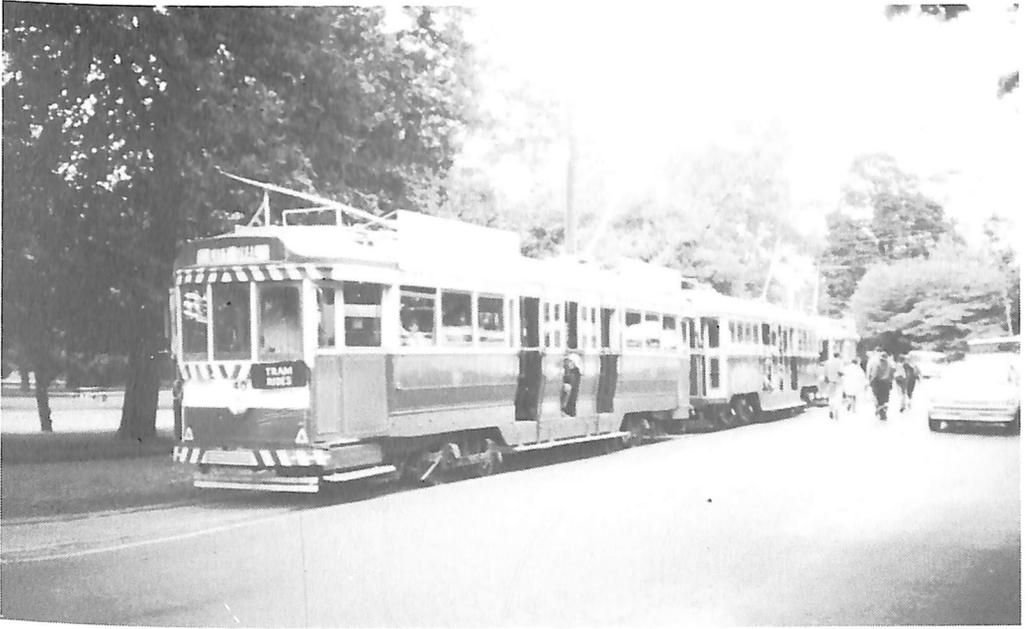
Barry Macandlish presents a talk from the step of No. 27 to the students of Melton West Primary School, while on a visit to the depot in 1991.

PHOTO Suc Doull

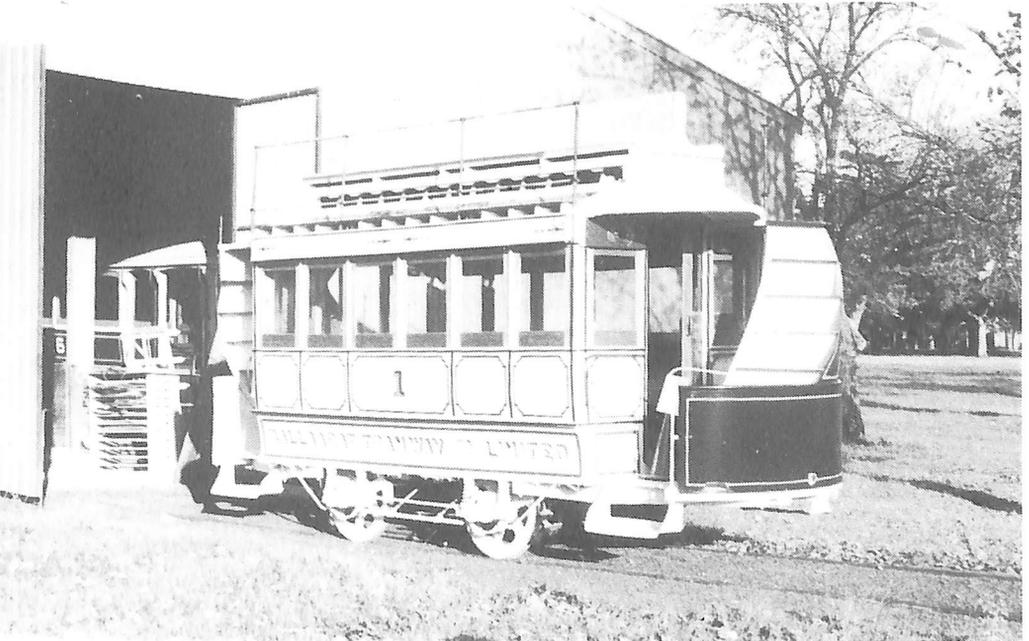


Scouts visiting Ballarat during the Jamoree, Board our trams, Nos. 14, 661 and 38 on 10 Jan. 1992.

PHOTO Len Millar



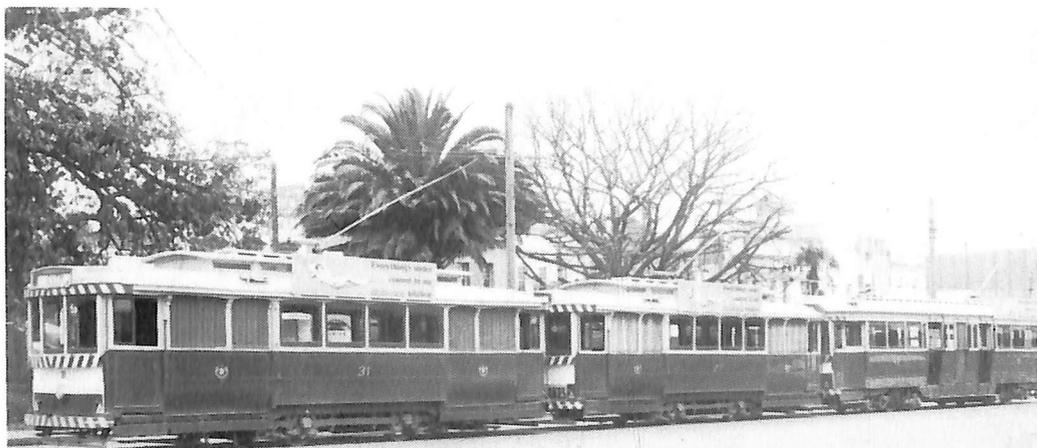
No 40 waits with 661 and 27 in Wendouree Parade while picking up passengers during the Scout Jamboree on 10.1.1992
PHOTO Carolyn Dean



With both stairs completed, work has commenced on the handrails and the final stages of the paintwork of Tram No. 1: 17.5.1992.
PHOTO Carolyn Dean



No. 43 turns from Main Road into Barkly St. on the last day on the Mt. Pleasant line. Ballarat fire station with its unusual fire watch tower has a commanding view of the scene.
PHOTO Ballarat Courier



Trams No. 31, 27 and 42 wait for their next runs in the parking loop at the bottom of Sturt St. in October 1969.
PHOTO Ballarat Courier