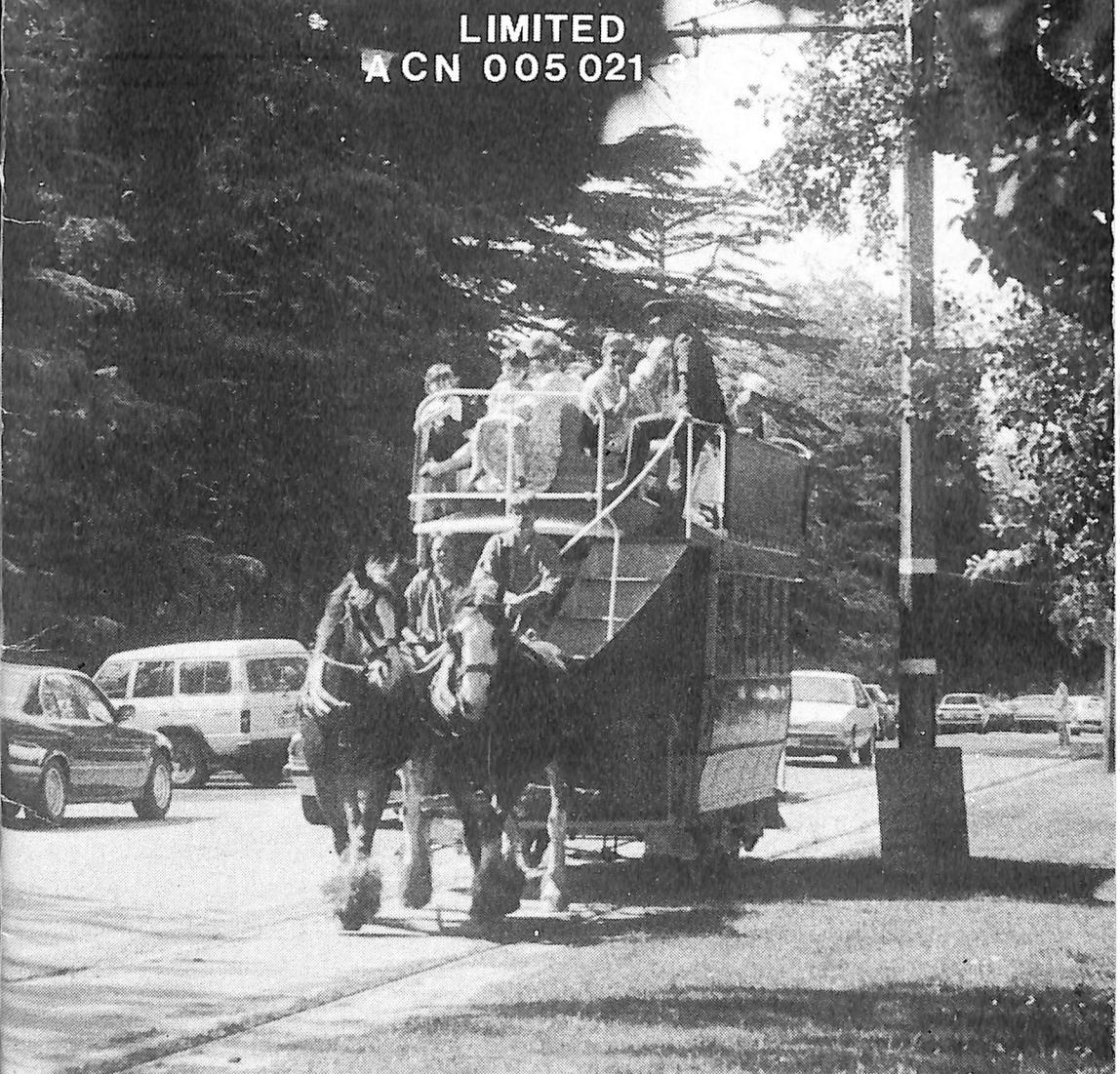


BALLARAT TRAMWAY PRESERVATION SOCIETY

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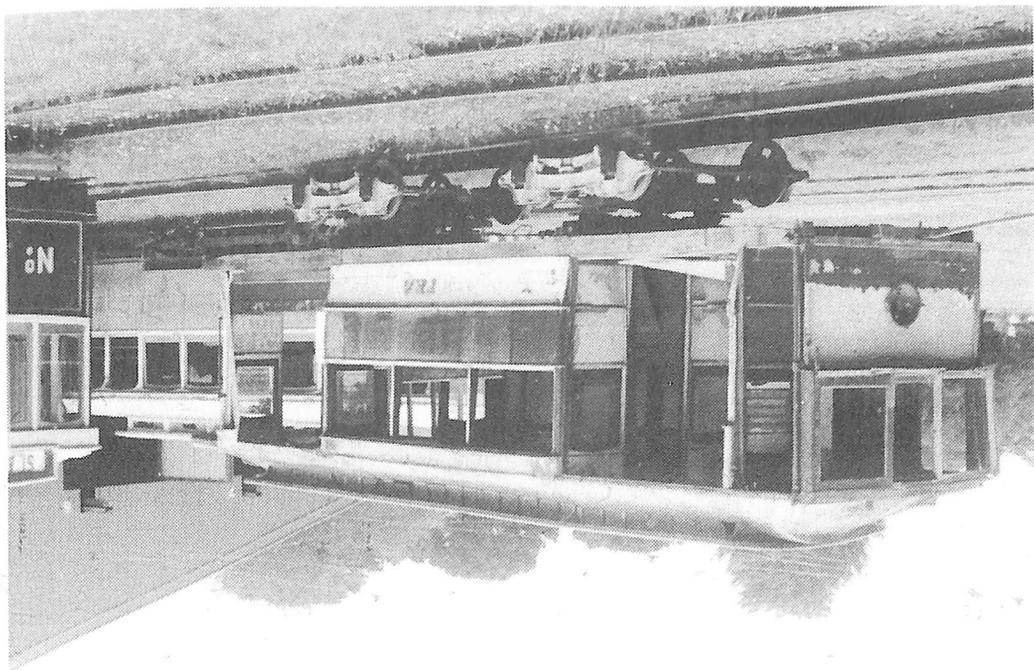


ANNUAL REPORT

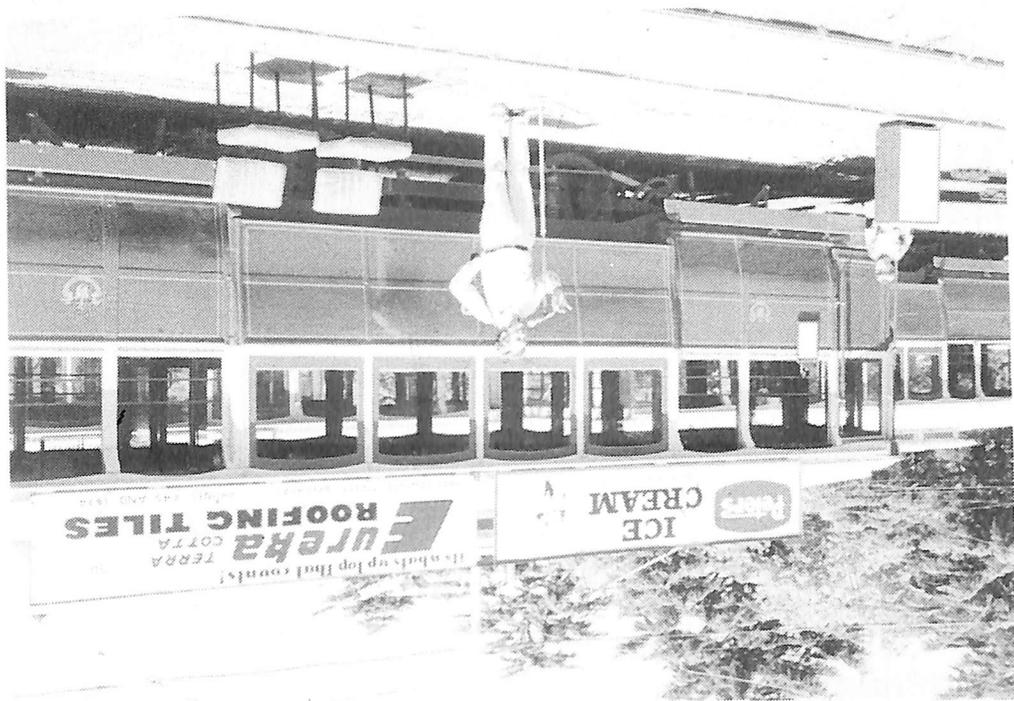
1992 - 1993

Ballarat Trams are Ballarat History

Electric Supply Co. No. 12 is shunted on Dec. 27, 1992 to the workshop area, so reconstruction can commence.
PHOTO: Warren Doubleday



Professor Weston Bate speaks on the opening of the Museum Display Area and the launching of Horse Tram No. 1, Nov. 7, 1992.
PHOTO: Earl Ewers





ANNUAL REPORT 1992-1993

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The Board

President	Richard Gilbert
Ballarat Vice President	Stephen Butler
Melbourne Vice President	John Phillips
Secretary	Peter Winspur
Treasurer	Carolyn Dean
Board Members	Alan Bradley
	Warren Doubleday
	Ian Hill
	Len Millar
	Greg Rodgers
	Peter Walker

Mission Statement

The Board has adopted the following Mission Statement for the Society and its operations.

Continue the development of a working museum to preserve the style of Ballarat's former street tramways and trams for the public benefit.

Front Page: A horse drawn tram once agains operates in Wendouree Parade carrying passengers: Nov. 7, 1992. PHOTO: Carolyn Dean

President's Report

You Board has pleasure in presenting the twentieth Annual Report of the Ballarat Tramway Preservation Society Ltd. for the year ended 30th June 1993. The year would have to be seen as one in which many events and advances took place, and the organisation come of age. It is now moving down the pathway of a professional museum.

The busiest time of the past year was during the months from September to November 1992, when we had the 21st Anniversary celebrations, the opening of the museum display area and the recommissioning of the horse tram. The 21st celebration ran over three weekends and covered a variety of activities. Possibly one of the most interesting events as I saw it, was the 'old trammies' day, where we caught up with and hosted a number of former tramway staff. We recognised many of the these from the past, but it was obvious how many years have gone by since these people drove us around Ballarat by tram. During the busy period we hosted a quarterly meeting of the Central Highlands Historical Association. The Friends of Sovereign Hill also enjoyed a visit to our tramway.

Another exciting project was the completion and release of our video tape, *The Tramways of*

Ballarat. It has taken a long time to 'get there' but we have produced a professional product that is selling well and will not be out of date for a long time. A last minute arrangement saw the distribution rights given to the Association of Railway Enthusiasts who have an established client base for tape distribution.

The production of our updated museum guide booklet for sale to visitors and other outlets was finalised during the year. I am looking forward to reporting on its release in next years report. This book will compliment our video tape.

The Board ratified its acceptance of a Collection Policy and announced it during July 1992, This has now formalised a policy of what we aim to collect in trams, archives, equipment and other tramway related history. During January 1993 the Board adopted The Institution of Engineers of Australia, *Engineering Heritage and Conservation Guidelines* as part of the Society's Heritage Policy. By adopting formal policies, guidelines are set to show our considered direction for those in the future who may manage our Society.

At the same time of the adoption of the Collection Policy, we announced our 'catch line' *Ballarat Trams are Ballarat History*. This is to be printed on all Society publications, advertising etc. The

Society took part in the Arts Victoria & MAA's pilot study programme for Museum Registration, which will become part of their Museum Accreditation Program.

The revamped Begonia Festival held during March, saw our tramway used as a transportation service for the crowds attending the events.

A programme of track repairs in Wendouree Parade was commenced during the year. This involves welding fractured rail joints giving the track a longer life and our trams a smoother ride.

We operated a number of tram charters during the year. One of these was for the Australian Electric Traction Association, as part of a tour of Australia by overseas tramway enthusiasts.

With all this activity we undertake one area that we find a shortfall is in the number of members prepared to work on the trams. I encourage the members to participate in the running of the Society, and particularly 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. The Financial Statement shows the results of the Board budgeting and then carefully monitoring our income and expenses throughout the year. The year continued to be a difficult one in terms of maximising income due to the continued recession. However it was a year of achievement, and one of planning our continued development to a professional museum.

Richard Gilbert, President

General Manager's Report

The past year has been one in which we celebrated our 21st year, and we saw the Society become of age. A series of varying functions were held, and the one occasion was most enjoyable and has been another milestone for us. I wish to thank the members for their participation in the event and to also thank the other organisations that took part in various ways. I particularly thank the *Ballarat*

Courier for their interest and encouragement in producing the 'Tramway Supplement' that so well record the history of the tramways and reported on the events taking place during the celebrations.

Our video tape *The Tramways of Ballarat* was released during the year and the production is a fine tribute of the skills of those who put it together and also a living

The Society is a member of the Museums Association of Australia, the Central Highland Historical Association and the Ballarat Tourist Association.

The Co-operative Society is not trading as the depot has been paid off, and the decision has been made to wind it up.

It is with regret we have to report that a number of our members passed away during the year. Bob Prentice and Jack Chadwick in particular, were active in our operating area and they will be missed. Other members who passed away were long time tramway enthusiast Bob Bishop, and long term member Mrs. Kingsbury of Crawley W.A.

Peter Winspur our Traffic Manager and Warren Doubleday our Engineering Manger have continued to contribute many hours in their respective areas, along with other Board Members, who have formed an excellent management team.

Robert Paroissien, our Auditor, has as in past years kept an eye on our finances and has provided advice and assistance unhesitatingly. We have continued to enjoy a good working relationship with the City of Ballarat, the local media and business houses of Ballarat. We thank them all for their services.

Richard Gilbert

Engineering Manger's Report

This year was the year that saw the Society complete some long term and significant projects, the reconstruction of the Horse Tram, the opening of the Display Area. Late in the year, we commenced our next major project, the reconstruction of Electric Supply Co. No. 12. The year has been a fulfilling one overall.

Track

In the section between Depot Junction and Carlton St. track repairs around the joints were carried out. Although none are as

bad as some Melbourne joints, repairs were becoming necessary. Techniques are being developed to repair the joints, in which we are finding the head of the rail is coming away from the web in the vicinity of the welded fishplates. This work is to continue in the next year. Discussions were held with Councillors about the track surface, for which they are responsible to maintain.

Buildings

The provision of good quality lighting in parts of the depot was

tribute to Bob Prentice, who sadly passed away in its final weeks of production. John Phillips has worked well to put down onto tape this well presented documentary that will be viewed for many years. The National Film and Sound Archives and, of course, Vic TV, are particularly thanked for their interest in the finalisation of the production and in making the original input available to us.

The revamped Begonia Festival saw an injection of new spirit into Ballarat and our tramway was utilised to the maximum in carrying the public to the events. The members showed great enthusiasm operating the tramway under these busy conditions and it was one in which we all felt good at being involved.

A Museum's grant of \$1,600 was awarded to the Society for 'interpretative signs' to be placed at the Gardens Loop. These signs will tell the passer-by a short history of our tramway.

We had a number of charters and some visits by kindred groups. The Ballarat Tourist Association visited to learn about our attraction, so that they could tell visitors to Ballarat more about us. We hosted the November 1992 quarterly meeting of the CHHA and the Friends of Sovereign Hill had a tram charter then a slide show in the depot.

The rails in Wendouree Parade between the Depot Junction and Carlton St. were showing signs of needing some spot maintenance. A programme of welding fractured joints was commenced and this will continue into the next year.

Reconstruction of Electric Supply Co. Tram No. 12 commenced during the year. Firstly by recording on film, and in writing, what we have started with, then researching the tram as bits were taken off. So much information has been revealed by taking things slowly and meticulously. We look forward to the day that this tram runs again in Wendouree Parade.

We have continued to seek new members and usually one or two join each month. We currently have 200 members.

The Society newsletter 'Fares Please!' was issued every two months and its standard of production was maintained. Although requiring a lot of work, we believe in producing a good and interesting product as, for a lot of our members, it is the only contact they have with us.

The sales section worked hard to keep stock moving and the sales of the video tape has introduced a new product to our shelves, and increased turnover. Other new items during the year were a new Ballarat district Postcard, and wooden model Melbourne trams.

undercoating. Some interior work has been done as well. The car has been kept mobile to enable it to be moved around as required.

General

On behalf of the Board, I thank all those people who contributed their

efforts to our tramcar conservation and maintenance programme. Those who have contributed in a significant way were Jacqui Edwards, Dave Macartney, Barry McCandlish, Len Millar and Garry Wood.

Warren Doubleday

Traffic Manager's Report

The past year has been one of some immeasurable pleasures and other great disappointments. Again our volunteers kept the tramway running through rain and snow (and sometimes sun) every weekend and holiday as well as all through the Begonia Festival and all but two school holidays. I am always very proud of this achievement by our small, but enthusiastic Traffic Staff.

Without doubt, the highlight of the year was the sight of No 1 travelling fully loaded at a brisk pace down Wendouree Parade behind two beautiful Percheron's. It was the culmination of a dream as well as of so many years of hard work by our workshop staff. Unfortunately, the supply and cost of horses will keep the running of No 1 to special occasions. We are also fully conscious of the need to preserve the car in pristine condition. I hope to arrange at least one day's running this summer.

The other major visual highlight was the Cavalcade of seven trams on Saturday 26th September as part of our 21st celebrations. Including the service car, eight trams were out at once. The previous maximum had been five. Other highlights included the midnight running after the Dinner on the 19th September (a first), and the 'real timetable' day on Saturday 26th when trams ran from 6.30am until 11.20pm.

As part of the revamped Begonia Festival a section of Wendouree Parade was closed to traffic on the main days and the Tramway provided a shuttle service from Depot Junction to the Loop at attractive rates to assist people who had parked in the South Gardens Reserve. The service which was in addition to the regular trams proved very popular and our crews found that they were providing a real public transport service rather than a tourist attraction. Altogether, the Begonia Festival was a great success,

made, as well the placement of more floor filling material both in and outside the depot building itself. Telephone cabling which had been temporarily installed within the building was fixed into a final position. The first half of the year was a very wet one, with the water table appearing above the floor level in a number of places for the first time ever, which did not assist tramcar maintenance due to the pits being full of water. Commencement of an area to display the Horse Tram at the rear of No. 2 road was made in the later part of the year.

Display Area

The area was completed during the first half of the year, and opened by Professor Weston Bate, the Chairman of the Museum's Advisory Board. The fitout of the actual display is continuing. Visitor feedback and interest in the video presentation that gives a five minute potted history of the tramway has been good.

Overhead

Maintenance work continued to be carried out on the tramway overhead as required.

Tramcar Conservation and Maintenance

Tram No. 1 - Reconstruction work was completed on this vehicle. It is now the most admired tramcar

by our visitors and it was a very satisfying experience to ride it in service in Wendouree Parade.

Tram No. 11 - placed in storage as a future restoration project following the completion of the display area.

Tram No. 12 - Research work to determine the construction history and methodology of the tramcar has been commenced. This has involved stripping away the non tramcar materials.

Trams No. 13, 14, 18, 26, 28, 33 and 661 - In service, receiving attention on a scheduled basis.

Tram No. 27 - No. 1 lifeguard rebuilt following a minor accident on the depot fan, otherwise in service, receiving attention on a scheduled basis.

Tram No. 38 - The brake rigging of this car was cleaned, repaired where necessary, and re-set up and adjusted to overcome the braking problems. The car is now in service, receiving attention on a scheduled basis.

Tram No. 40 - car lifted, motor removed from the truck and armature removed. Investigations are currently underway to find someone who can re-wind it.

Tram No. 671 - Repainting work on this tram continues steadily. The sides are now ready for

ensuring its continuation after the earlier disastrous years.

During what was otherwise a very poor summer, we participated in a tourist promotion sponsored by *New Idea* in which we gave a free ride to a child accompanying a paying adult who produced a coupon clipped from the magazine. It was quite successful.

Visitors on Christmas Day found Father Christmas driving the tram and handing out sweets to the children. My thanks again to Frank Puls and Verona who assisted.

The busiest day for the year was Sunday 7th March when the carpark shuttle saw us carry 983 people for the day. The overall figure for the Festival was 3580 for the nine days.

Twenty-three charters were operated, the most for many years. This included nine primary school groups from places such as Chocolyn (it is in Victoria!) and Gundagai. My thanks to Barry McCandlish and Frank and Jenny Puls. We played host to the Central Highlands Historical Association as well as inviting ex SEC trammies as part of the 21st celebrations. Those former drivers who tried their hand at the controller showed that they had forgotten little over the twenty one years.

The Traffic Branch was greatly saddened to learn of the deaths of Bob Prentice and too soon after Jack Chadwick, both former Society drivers. In their heyday they made a formidable team and will now be sadly missed. Our team of drivers and conductors is not getting any larger and no new drivers were qualified during the year. David Frost made a welcome return after a long absence due to illness. Simon Green joined as a Conductor and later commenced driver training. We are always looking for new staff or the return of former members.

I will not dwell on the fall on patronage during the year beyond saying that I am becoming more and more convinced that Melbourne has become such a "vibrant, living city", especially on Sundays, in recent years that Ballarat and other country centres are finding it more and more difficult to attract the traditional 'Sunday drive' from Melbourne that was the norm in quieter times. It is a problem which needs to be addressed by the whole tourist community in Ballarat.

My thanks again to those who helped keep us on the road for another year.

Peter Winspur

1992/93 TRAMCAR STATISTICS

CAR	1992 - 1993 TOTALS			PROGRESSIVE TOTALS		
	DAYS RUN	HOURS RUN	KM RUN	DAYS RUN	HOURS RUN	KM RUN
1	1	1:17	5.2	1	1:17	5.2
13	38	170:29	1081.6	157	665:00	4336.8
14	38	175:16	1167.4	812	3807:32	28303.6
18	39	162:17	1092.0	369	1595:07	10777.0
26	24	104:24	821.6	395	1864:31	16408.6
27	28	129:22	930.8	895	3938:28	30022.2
28	18	70:49	483.6	365	1595:59	11065.6
33	31	141:45	964.6	601	2687:06	18928.0
38	18	29:37	156.0	169	451:56	3143.4
40	NIL	NIL	NIL	307	1129:52	8964.8
661	12	27:45	205.4	152	397:30	2506.4
671	NIL	NIL	NIL	158	338:42	1955.2
TOTALS		1013:01	6908.2		18493:00	136416.8
PREVIOUS YEAR		913:03	6624.8			

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

1992/93 OPERATING STATISTICS

Month	Days Run	Kms Run	Pass Carried	Av Pass per km.	Av. Km. per day	Av Pass per day
July	18	546.0	944	1.73	30.33	52.4
August	11	291.0	391	1.34	26.45	35.5
September	17	691.0	1107	1.60	40.68	65.1
October	17	501.8	1150	2.29	29.52	67.6
November	12	413.4	1094	2.65	34.45	91.2
December	14	533.0	1239	2.32	38.07	88.5
January	31	1206.4	2690	2.23	38.92	86.8
February	9	369.2	754	2.04	41.02	83.8
March	15	923.0	4016	4.35	61.53	267.8
April	19	761.8	2005	2.63	40.09	105.5
May	11	382.2	539	1.41	34.75	49.0
June	11	288.6	355	1.23	26.24	32.3
Totals	185	6908.2	16284	2.36	37.34	88.0
Overall Totals	3106	136416.8*	371573	2.72	43.92	119.6
Previous Year	172	6388.2	17144	2.68	37.14	99.7

* - Plus 1551.19km in Melbourne

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, 1993**

Your Directors submit herewith the Financial Statements of the Society for the year ended 30th June, 1993 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	20 Years	President General Manager
Mr. S.J. Butler	Floor Manager	9 Years	Ballarat Vice President
Mr. A.J. Phillips	Chief Photographer	4 Years	Melbourne Vice President
Mr. P.P. Winspur	District Operations Officer	19 Years	Secretary Traffic Manager
Mrs. C.D. Dean	Tram Driver	16 Years	Treasurer
Mr. A.V. Bradley	Clerk	12 Years	Board Member Publicity
Mr. W.A. Doubleday	Project Manager	5 Years	Board Member Engineering Manager
Mr. L.N. Millar	Property Valuer	2 Years	Board Member
Mr. G.W. Rodgers	Tram Driver	5 Years	Board Member Membership Officer
Mr. P.N. Walker	Marketing	6 Years	Board Member Minute Secretary/ Sales Manager
Mr. I.M. Hill	Tram Driver	1 Year	Board Member

Interest in Contracts or Proposed Contracts with the Company

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

Principal Activities

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

Results and Dividends

The Total Profit for the year was \$1345.

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, 1993**

Review of Operations

Financial

The society sustained a lower surplus for the year, brought about by a lower surplus from Sales Department for the year and increased expenses to operate the Tram Cars. The Museum had a substantial decrease in profit caused by a decrease in the donation received. Administration had a slight increase in income but with the cost of the Society's 21st Celebration the expenses also increase, so there was a small loss in this area.

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

(Loss) from Administration	(65)
(Loss) from Tram Car Operations	(5990)
Profit from Museum	3214
Profit from Sales Department	4186

	\$1345
	=====

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.

Likely Developments and Expected Results

There are no likely developments that will affect the operations of the Society, the results of the operations or the state of affairs of the Society in 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 and S.J. Butler being eligible offer themselves for re-election.

P.P. Winspur
Director

C.D. Dean
Director

Dated at Melbourne this 8th day of September, 1993.

**BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.
BALANCE SHEET As At 30th June, 1993**

<u>1992</u>		<u>Notes</u>	<u>1993</u>
<u>\$</u>			<u>\$</u>
	CURRENT ASSETS		

32891	Cash		33683
924	Receivables	4	2763
5702	Inventories	5	6207
-----			-----
39517	TOTAL CURRENT ASSETS		42653

	NON-CURRENT ASSETS		

80	Investments	6	80
62010	Tram Shed, Plant, Equipment & Trams	7	58719
-----			-----
62090	TOTAL NON-CURRENT ASSETS		58799
-----			-----
101607	TOTAL ASSETS		101452

	CURRENT LIABILITIES		

1500	Creditors and Borrowings	8	Nil
-----			-----
1500	TOTAL CURRENT LIABILITIES		Nil

Nil	TOTAL NON-CURRENT LIABILITIES		Nil

1500	TOTAL LIABILITIES		Nil

\$100107	NET ASSETS		\$101452

	MEMBERS' EQUITY		

100107	Retained Funds	9	101452
-----			-----
\$100107	TOTAL MEMBERS' EQUITY		\$101452

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.
PROFIT & LOSS ACCOUNT
Year Ended 30th June, 1993

<u>1992</u>		<u>Notes</u>	<u>1993</u>
<u>\$</u>		<u>-----</u>	<u>\$</u>
\$45905 =====	Operating Revenue	3	\$40724 =====
7237 Nil	Operating (Loss) Profit Income Tax attributable to Operating Profit	2,3	1345 Nil
7237	Operating (Loss) Profit after Income Tax		1345
Nil	Profit on Extraordinary Items		Nil
Nil	Income Tax attributable to Profit on Extraordinary Items		Nil
Nil	Profit on Extraordinary Items after Income Tax		Nil
7237	Operating (Loss) Profit and Extraordinary Items after Income Tax		1345
92870	Retained Funds at the beginning of the financial year		100107
\$100107 =====	Retained Funds at end of financial year		\$101452 =====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.
NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
30th June 1993

1. Summary of Significant Accounting Policies

The society is not a reporting entity because, in the Director's opinion, there is unlikely to exist users who are unable to command the preparation of reports tailored so as to satisfy specifically all of their information needs, and these accounts are therefore "Special Purpose Financial Reports" that have been prepared solely to meet the requirements of the Corporations Law to prepare accounts.

The society has applied Accounting Standard AASB 1025 "Application of the Reporting Entity Concept and Other Amendments". No other Accounting Standards have mandatory applicability, and consequently none have been adopted. Statements of Accounting Concepts are also not applicable.

The accounts have been prepared in accordance with the historical cost convention except and 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 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, 1993 (Cont'd)

2. Summary of Departments

	Administration		Tram Car Operations		Sales		Museum	
	1992	1993	1992	1993	1992	1993	1992	1993
Members								
Subscriptions	2922	3007	-	-	-	-	-	-
Fares	-	-	17955	16693	-	-	-	-
Advertising	-	-	935	935	-	-	-	-
Sales	-	-	-	-	11970	9670	-	-
Donations	426	328	-	-	-	-	6685	4791
Interest	2105	1474	-	-	-	-	-	-
Grant Received	-	-	-	-	-	-	2500	1600
Sundry	217	1420	-	-	-	-	190	806
Total Income	\$5670	\$6229	\$18890	\$17628	\$11970	\$9670	\$9375	\$7197
Less Expenditure								
Administrative Expenses	4859	5723	-	-	-	-	-	-
Operation Expenses	-	-	17771	18923	-	-	4331	3715
Cost of Sales	-	-	-	-	7074	5484	-	-
Interest	-	-	-	-	-	-	-	-
Subscriptions	240	250	-	-	-	-	-	-
Depreciation	68	321	4058	4695	-	-	267	268
Total Expenses	\$5167	\$6294	\$21829	\$23618	\$7074	\$5484	\$4598	\$3983
Total Profit (Loss)	\$503	(\$65)	(\$2939)	(\$5990)	\$4896	\$4186	\$4777	\$3214

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

1992		1993
\$		\$
	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	3318
1966	- Buildings	1966
	Included in the operating profit are the following items of operating revenue:	
11970	Sales Revenue	9670
3565	Members Subscriptions & Donations	4755
18890	Tram Car Operations	17628
9375	Museum Donations & Grant	7197
2105	Interest:- Other Persons/Corporations	1474
\$45905	Operating Revenue and Inflow of Funds from Operations	\$40724

4. Receivables (Current)

924	Trade Debtors	2763
Nil	Provision for Doubtful Debts	Nil
\$924		\$2763

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.
NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
30th June, 1993 (Cont'd)

8. Creditors and Borrowings (Current)

<u>Nil</u>	Bank Loans	N11
1500	Other Loans	N11
<u>-----</u>		<u>-----</u>
\$1500		N11
<u>-----</u>		<u>-----</u>

9. Members Funds

<u>\$100107</u>	Members Retained Funds	\$101452
<u>-----</u>		<u>-----</u>

10. Capital Expenditure Commitments

<u>Nil</u>	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	N11
<u>---</u>		<u>---</u>

11. Lease Expenditure Commitments

<u>Nil</u>	Lease Expenditure commitments in future years	N11
<u>---</u>		<u>---</u>

12. Contingent Liabilities

<u>Nil</u>	There no known contingent liabilities	N11
<u>---</u>		<u>---</u>

13. Remuneration of Directors

The Articles of Association specically prohibit payment of Directors Fees.

14. Auditors Remuneration

<u>Nil</u>	Amount received or due and received by the auditors:	
N11	auditing accounts	N11
N11	other services	N11

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.
NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
30th June, 1993 (Cont'd)

5. Inventories (Current)		
\$5702	Finished Goods at cost	\$6207
-----		-----
6. Investments (Non-Current)		
\$80	Shares in B.T.P.S. Co-operative Society at cost	\$80
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7. Tram Depot, Plant, Equipment & Trams		
97185	Tram Depot & Trackwork at cost	97185
54862	Less Victorian Government Grant	54862
-----		-----
42323	Provision for Depreciation	42323
29242		31358
-----		-----
\$13081	Written down amount of Tram Depot Trackwork at cost	\$10965
-----		-----
3201	Electrical & Overhead Equipment at cost	3201
3167	Provision for Depreciation	3194
-----		-----
\$34	Written down amount of Electrical Overhead Equipment at cost	\$7
---		---
4100	Trams at cost	4100
2208	Provision for Depreciation	2413
-----		-----
\$1892	Written down amount of Trams at cost	\$1687
-----		-----
89301	Trams Restored at cost	91294
37336	Less C.E.P. Grant	37336
-----		-----
51965	Provision for Depreciation	53958
9201		11524
-----		-----
\$42764	Written down amount of Trams Restored at cost	\$42434
-----		-----
3167	Other Equipment at cost	3167
1640	Provision for Depreciation	1985
-----		-----
\$1527	Written down amount of Other Equipment at cost	\$1182
-----		-----
200	Motor Vehicles at cost	200
200	Provision for Depreciation	200
-----		-----
Nil	Written down amount of Motor Vehicles at cost	Nil
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4928	Museum Equipment at cost	4928
2216	Provision for Depreciation	2484
-----		-----
\$2712	Written down amount of Museum Equipment at cost	\$2444
-----		-----
202082	Total Tram Depot, Plant, Equipment & Trams at cost	204075
54862	Less Victorian Government Grant	54862
37336	C.E.P. Scheme Grant	37336
-----		-----
109884	Provision for Depreciation	111877
47874		53158
-----		-----
\$62010	Written down amount Total Tram Depot, Plant, Equipment & Trams at cost	\$58719
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Trams donated to the Society are not included in the financial records of the Society.



Tram No. 33 enters the loop just after sunrise on Sept 19, the day we ran an all day SEC style tram service. Not a motor car to be seen!

PHOTO: Earl Ewers.



No. 1's reconstruction team. From the left, Warren Doubleday, Gary Wood, Jacqui Edwards, and Dave Macartney. Nov. 7, 1992.

PHOTO: Carolyn Dean

AUDITORS REPORT TO THE MEMBERS OF BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.

Scope

We have audited the financial statements of the Ballarat Tramway Preservation Society Limited for the financial year ended 30th June, 1993 as set on pages 3 to 10. The Society's Board of Management are responsible for the preparation of the financial statements and the information they contain. We have conducted an independent audit of these financial statements in order to express an opinion on them to the members of the Society.

Our audit has been conducted in accordance with Australian Auditing Standards to provide reasonable assurance as to whether the financial statements are free of material misstatement. Our procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial statements, and the evaluation of accounting policies and significant accounting estimates. These procedures have been undertaken to form an opinion as to whether, in all material respects, the financial statements are presented fairly in accordance with Australian accounting concepts and standards and statutory requirements so as to present a view which is consistent with our understanding of the Society's financial position and the results of their operations.

The audit opinion expressed in this report has been formed on the above basis.

Audit Opinion

In our opinion, the financial statements are properly drawn up:

- (a) so as to give a true and fair view of:
 - (i) the state of affairs as at 30th June, 1993 and the profit for the financial year ended on that date of the Society; and
 - (ii) the other matters required by Divisions 4, 4A and 4B of Part 3.6 of the Corporations Law to be dealt with in the financial statements:
- (b) in accordance with the provisions of the Corporations Act; and
- (c) are in accordance with Statements of Accounting Concepts and applicable Accounting Standards.

K.L. Paroissien & Associates
Certified Practising Accountants

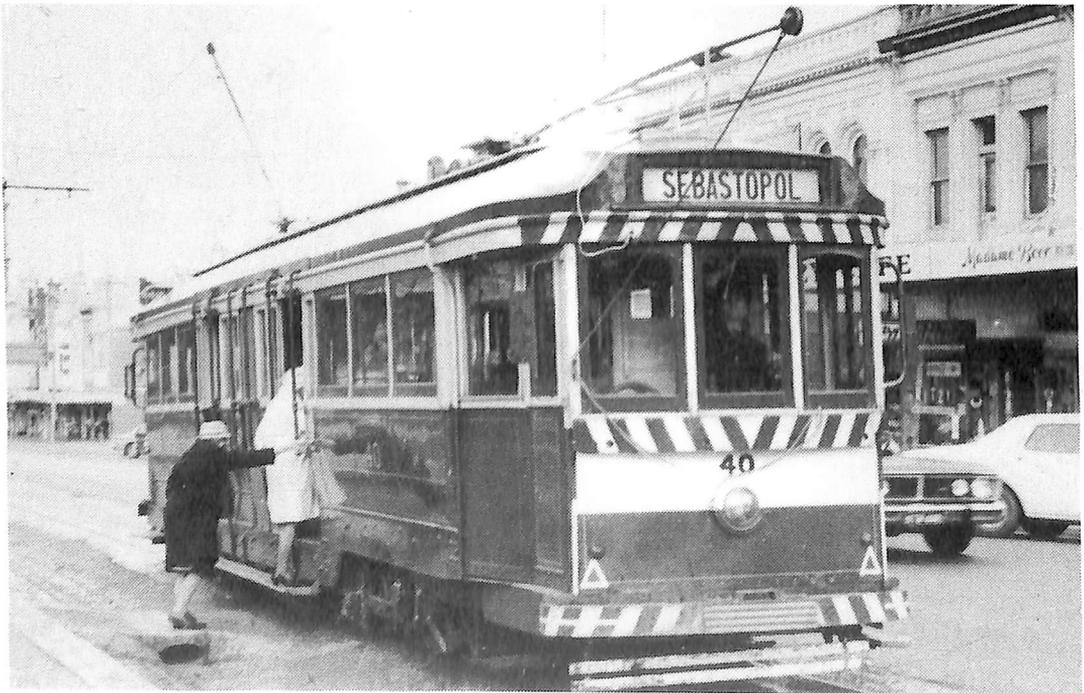
R.G. Paroissien, Partner

Hawthorn, 10th day of September, 1993.



During July 1971, the Courier Photographer arranged a photo of the old and the new forms of transport for Ballarat.

PHOTO: Ballarat Courier



On the last Saturday of SEC operated tram services in Ballarat, No. 40 picks up passengers in Sturt St., Sept 18, 1971.

PHOTO: Ballarat Courier