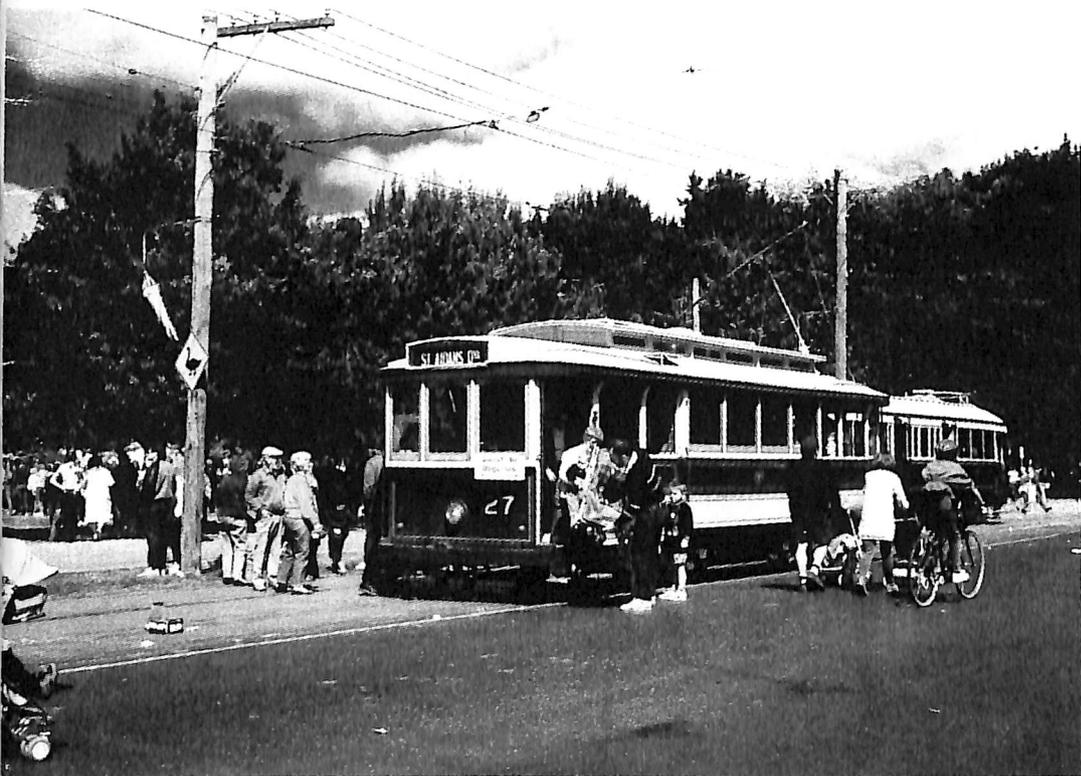


BALLARAT TRAMWAY PRESERVATION SOCIETY

LIMITED A.C.N. 005 021 312

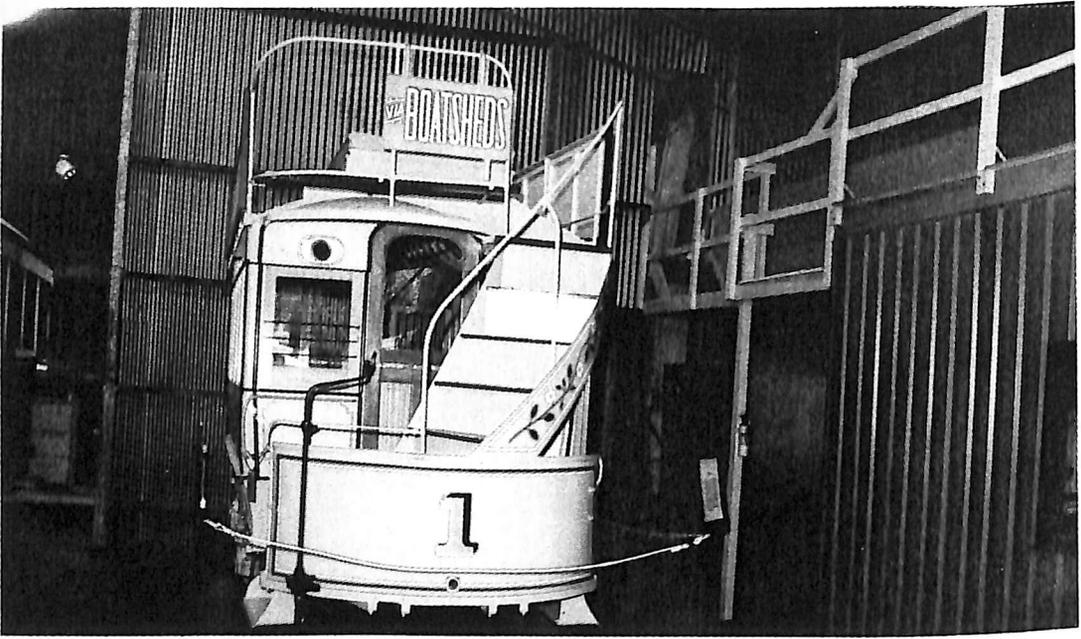


MP/MP/MP

Museum Accreditation Program
Registered Museum

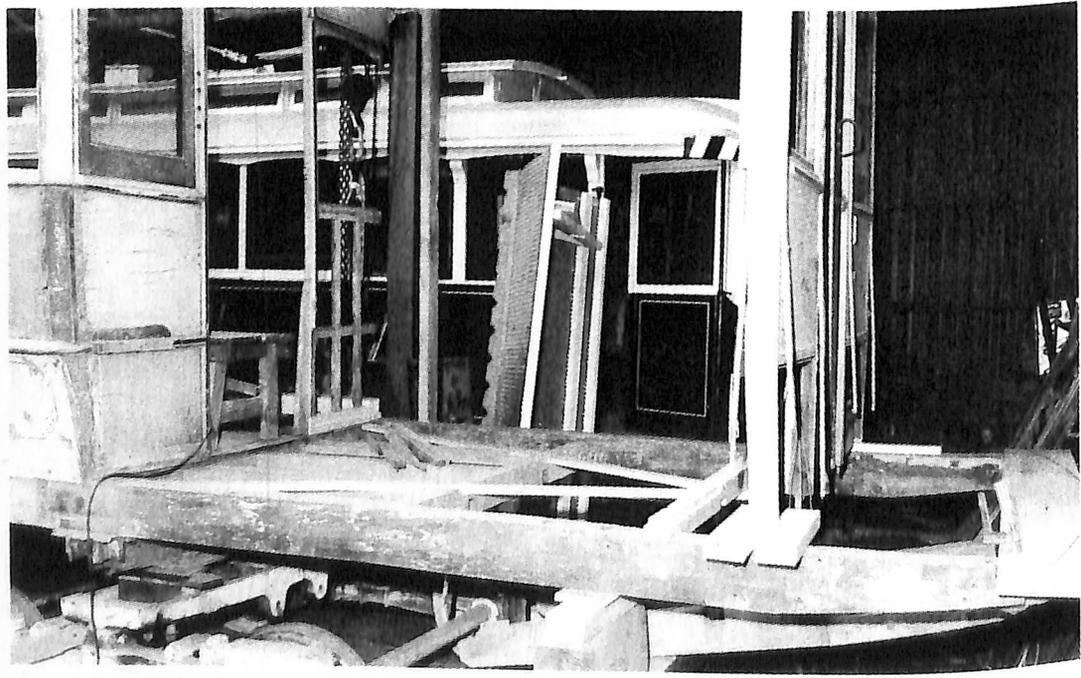
ANNUAL REPORT 1993-94

Ballarat Trams are Ballarat History



Horse Tram No. 1 on public display within the Depot. Oct. 1993.

PHOTO: Warren Doubleday



Electric Supply Co. No. 12 under reconstruction. One end of the tram body is being dismantled, with some new timber being placed in Oct. 1993. PHOTO: Warren Doubleday



**BALLARAT TRAMWAY
P R E S E R V A T I O N
SOCIETY
LIMITED
A.C.N. 005 021 312**

*Museum Accreditation Program
Registered Museum*

ANNUAL REPORT 1993-1994

Contents

1.	President's Report.	4
2.	General Manager's Report	5
3.	Engineering Manager's Report	7
4.	Traffic Manager's Report	9
5.	1993 - 1994 Operating Statistics	11
6.	Financial Statement and Statutory Reports	12

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
	Clayton Giles
	Len Millar
	Frank Puls
	Greg Rodgers

Mission Statement

The Society's Mission Statement for its activities is;

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: With Wendouree Parade closed for the Begonia Festival, we can load passengers from the 'wrong' side door: Mar. 14, 1994.

PHOTO: William.F.Scott

1. President's Report

The past year has seen our Society progress along the path of becoming a recognised museum. Our direction over the last couple of years has been to look at our organisation in the context of a museum and not just as a tramway preservation group.

We were fortunate to receive from the Ministry for the Arts, a grant in the form of a Cataloguing Kit to enable us to correctly catalogue and conserve our archives in a system which is being developed in common with other museums. A Conservation Plan for Electric Supply Co. Tram No. 12 was drawn up, in which certain criteria have to be met to enable us to accurately agree on the path we set to present the tram in the future.

The year saw us being formally recognised as a museum by gaining the status of 'Registered Museum' from Museums Australia under their Museum Accreditation Programme. The Society was one of the first to be so registered. This official status is proudly used on our documents, letterheads and is on display at the entrance to our display area at the Depot. Warren Doubleday has spent a lot of time on accreditation and has assisted other local museums as well in order for them to gain registration under the scheme.

We had a stand at the Central Highlands Historical Association's History Fair held at the Army Drill

Hall, Ballarat during November 1993. A stand at the Ballarat Book Fair coincided with the launch of substantially upgraded book 'Ballarat's Heritage Tramway'

Apart from developing as a museum, we have made progress in other areas. The reconstruction of ESCo Tram No. 12 commenced and the display area around Horse Tram No. 1 completed. The defective traction motor from No. 40 was taken to Adelaide for repairs to be made and the restored tram shelter was erected at the Gardens Loop.

An interpretative sign was developed to be fixed to the shelter. This sign will tell visitors to the gardens just what the tramway operation is all about. The funding for this sign was made possible by a grant from Arts Victoria.

A prominent edifice from the Electric Supply Co. era, the former Ballarat 'A' Power Station was demolished during the year. The Society was foremost in talking to the SEC on preservation of the foundation stone. It was decided to place it back at the site in a wall indicating the history of the site.

The City Council undertook a Lake and Traffic Management Study for the area and our Society has been active at meetings in monitoring the proposals and offering advice on them. The attendance by the Society at these meetings has been most important, as we operate on the roadway and any traffic management proposal could affect our operation.

The SEC has a proposal to relinquish ownership of most of the wooden poles that support their street wires and our overhead and replace them with a much lesser number of tall concrete poles to floodlight the street. The power cables would be placed underground. This proposal impacts in both a practical way and a historical way in the manner the tramway operates. We have met with Council Officers on this issue. We have also discussed with Council Officers the need to plan for road funding to allow for resurfacing the roadway on the tramway tracks. During the year we have undertaken an amount of trackwork to keep the rail joints in order and this is being linked in with the planning for resurfacing.

The only regret I have in the past year was the passing away of Nancy Kiereth. She was a member of the Society from its inception, a Director of the Board of the BTPS Co-operative and a regular attender at the Annual Meetings. We will miss her.

The Board of Management has met each month and continues to work hard and responsibly at the management task in a harmonious way. Two new members were welcomed to the Board for this year, Frank Puls and Clayton Giles.

Our Society has matured in its sense of direction and purpose. Appropriately we are looking at our legal position as an incorporated body. Our intention is to incorporate under the Association Act which will make the administration workload easier and place the Society in an area of legal entity where the spirit of the law would prefer us to be. A working party of Peter Winspur and Greg Rodgers have spent the year re-drafting the Memorandum and Articles of Association and in the coming year, it is hoped to finalise this work.

It has been a busy and satisfying year. We feel 'there are a lot of scores on the board' from the result of our untiring, positive and business like efforts.

Richard Gilbert, President

2. General Manager's Report

We have had a year where the Society has developed its approach as a museum and at the same time has progressed its performance in operating the museum and tourist tramway

service. In the Depot building our team of workers have commenced the reconstruction of No. 12, and the overhaul and repainting of W4 class tram No. 671. The weekday team led by Dave Macartney and

the W4 team of Len Millar and Darren Hutchesson need a mention of thanks for their dedicated work on these projects. The running of the tramway continues every weekend, school holiday and public holidays. This is made only possible by the commitment our volunteer tram crews have in continually providing their services. The Begonia Festival held during March, was again this year a period when our operational capacity was tested to the maximum.

The Sales Department functioned well and a welcome supply of new products, mainly enamel badges, became available. The badges were designed and ordered by Travis Jeffrey and his efforts in this project have helped us a lot. The video tape 'The Tramways of Ballarat' has continued to provide a steady source of income. Fridge magnets were introduced and have sold well.

After hearing suggestions from our members who operate on the trams, a trial perspex window was fitted to the drop end of a single truck tram in an effort to close in the open drop end for the winter traffic. These open ends in winter can be bitterly cold and wet, culminating in being uncomfortable for the crews and costing us seating capacity as the passengers have to squeeze up in the centre saloon. A decision to make a full set of windows for an operating tram will be made after this winter trial.

We continued to produce the members newsletter Fares Please! every two months and the standard of production has been maintained. We realise for many of our members that this is the only contact, on a regular basis, they have with us and we attempt through the newsletter to maintain the members interest in the our Society.

During last October I was fortunate to travel to the Isle of Man to be at the Manx Electric Railway Centenary celebrations and in doing so visited the National Tramway Museum at Crich. The well hosted visit to the workshop area and archive/research area has convinced this Society to construct a similar archive area.

The Bi-Annual Conference of the Council of Tramway Museums of Australasia will be held in Bendigo during December 1994. I have been representing our Society in co-ordinating the working party of developing standard tram driving rules for member museums.

We have all worked at the task throughout the year to enjoy the benefits of being able to see our tramway museum operate. There are many areas of work which go into making the trams run, along with the other follow through activities. I thank the team of members who cohesively keep it all working.

Warren Doubleday, our Engineering Manager not only steers the engineering section of the tramway along in a professional manner but his work in the administrative area of the Board is much of the driving force that progresses us each year.

Peter Winspur leads the Traffic Branch which is the 'front of house' to the public. It involves a lot of work. There is the regular commitment to the operation of the tram service, the training of crews, and charter organisation. In addition Peter is the Society Secretary, and from my own experience, the work can be constant but rewarding.

David Macartney and our team at the Depot on weekdays, Jacqui Edwards, Gary Wood, and for part of the year, Barry McCandlish, are a harmonious group that work with great craftsmanship on the trams. I must bribe them with more cakes on my surprise weekday visits.

Carolyn Dean is a great Treasurer and Len Millar's commitment to attendance to work on 671 and to operating the trams is appreciated.

I thank all the Board Members for their individual and collective efforts which make this a pleasant recreational pursuit. The support from all the members is appreciated and I look forward to the next operating year.

Richard Gilbert

3. Engineering Manger's Report

Track

The year under review was one that saw the Society commence the reconstruction of Electric Supply Co. Tram No. 12, continue the fitout of the display area and many other projects. Other activities have involved the Museum Accreditation Programme Registration phase, provision of interpretive signage at the loop, grant applications, the attaining of an archives kit and planning of an archives storage area.

Further repairs were carried out in the section between Carlton St. and Depot Junction. The City of Ballaarat also carried out some minor road surface repairs.

Further discussions were held with officers of the City of Ballaarat prior to Council amalgamation regarding the road surface, the Lake Wendouree Master Plan and the Botanic Gardens and Wendouree Parade.

Buildings

Work on the installation of good quality lighting within the depot was continued. The sump pump in the large pit after about eight years of service became unserviceable at the time of heavy autumn rains, which saw the pits full of water again. A new larger capacity pump has since been installed. A major clean up of rubbish took place during the year. This is a continuing task.

An area to display the Horse Tram at the rear of No. 2 road was completed in the early part of the year.

Planning work to construct an archives room over the mess and office area of the depot was made during the last part of the year. This will enable the Society to store its paper based archives in a proper environment.

Display Area

Work to continue the fit out of this area was carried out. Though progress was not as extensive as had been hoped, three further photograph display leaves and the panel detailing the Electric Supply Co. era were completed.

Overhead

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

Interpretation Sign at Loop

Work to install a large interpretation sign within a former tram shelter at Gardens Loop was nearing completion at the close of the financial year. As part of this project, a former Victoria St. tram stop shelter was installed at the loop following completion of the long drawn out repair work commenced a few years ago. A grant was received from the Arts Victoria for this project.

Tramcar Conservation and Maintenance

Tram No. 1 - On display within depot and continuing to be the most admired tramcar by our visitors.

Tram No. 11 - in storage as a future project.

Tram No. 12 - A draft of the Conservation Plan completed. Reconstruction of the underframe and the body commenced. The underframe and some bulkhead framing at one end has been rebuilt with strengthening steel, and some replacement of sections of timber. Work on the other end has been commenced as well.

Trams No. 13, 14, 18, 26, 27, 28, 33, 38 and 661 - In service, receiving attention on a scheduled basis, though No. 18 was withdrawn from service due to a faulty armature bearing in early July 1994. Trolley bases on 26 and

33 were replaced. Fire extinguishers were fitted to all serviceable tramcars.

Tram No. 40 - After some investigations an Adelaide firm who was prepared to examine repairing the electrical fault on the motor was found and the motor transported to Adelaide. This project is expected to be long term one in order to minimise repair costs.

Tram No. 671 - Repainting work on this tram continues steadily. Undercoating has been completed,

and top coats are ready to be applied.

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, Darren Hutchesson, Len Millar and Garry Wood.

Warren Doubleday

4. Traffic Manager's Report

The past year was proving to be very quiet until the Begonia Festival arrived in March. Suddenly, in two weekends 4440 passengers rode on our trams. It was 1975 revisited. Never since that year have we had a Begonia Festival like this. On Sunday 13th March, 1365 people travelled, the third best total ever and only beaten by the same Sunday and Monday (1388 and 1455) in 1975. This year, the Saturday of the long weekend was the best ever with 952 passengers. Labour Day Monday saw another 950 passengers even though trams ceased running for the annual procession. On the first weekend of the Festival 1173 people (412/761) had already travelled.

The carpark shuttle, trialled last year proved to be a great success again this year. With the road closed in the central section of the Gardens, the Festival is far more enjoyable and our trams are in great demand by people wishing to save themselves a long walk from the parking areas. The Festival has been give a new lease of life by the new organising committee and this was reflected in excellent attendances. The crowd for the procession was the largest for years.

By the end of Labour Day our Traffic Staff were very weary, but day and had a wonderful time. To them I am very grateful.

With school holidays following Easter, April is now a busy month and trams operated on 24 out of the 30 days in the month. For March and April alone 7233 people travelled or about 40% of the year's patronage.

The summer had passed rather uneventfully. On Christmas Day, Father Christmas was again at the controls, ably assisted by Jenny Puls (his wife in real life). The day was busiest for several years. My thanks to Frank and Jenny for giving up their afternoon.

Unfortunately, continuous rain on Boxing Day and the next day which was no longer a holiday in the State of Victoria proved to be record lows (28 and 5 passengers respectively)!

Staffing is still proving to be a worry. Clayton Giles and Simon Green trained as drivers and Clayton qualified just after the end of the year. Darren Hutchesson joined and became a Conductor. Easter saw real staffing problems and Earl Ewers (the 'Canberra Kid'), a supporter for many years, was finally persuaded to try his hand at conducting. We fitted him out in a new uniform from the uniform store and put him to the wolves. He loved it. We now have two Conductors who live interstate.

Austin Brehaut, Ballarat by upbringing, at present a Tasmanian by employment is the other. Drivers must work every three months, but we are happy if Austin and Earl can only make it a couple of times a year.

A major disappointment during the year was not managing to run the horse tram. Finding suitable horses has proved difficult, but we will not give up.

So much of my report has concentrated on such a short period this year. Operationally, the Begonia Festival proved to be the only real highlight of an otherwise quiet year.

Patronage has been picking up since then and we can only hope that more and more people will again consider venturing to Ballarat for a day or so to enjoy the many interesting attractions the region has to offer, including our tramway.

My thanks to our small band of dedicated Drivers and Conductors who worked so hard again this year to keep our trams on the road.

Peter Winspur

5. 1993/94 OPERATING STATISTICS

Month	Days Run	Kms Run	Pass Carried	Av Pass per km.	Av. Km. per day	Av Pass per day
July	19	551.2	746	1.35	29.01	39.3
August	9	280.8	327	1.16	31.20	36.3
September	17	608.4	1005	1.65	35.79	59.1
October	15	504.4	791	1.57	33.63	52.7
November	10	314.6	640	2.03	31.46	64.0
December	13	499.2	994	1.99	38.40	76.5
January	28	1242.8	2887	2.32	44.39	103.1
February	8	319.8	581	1.82	39.98	72.6
March	14	925.6	5161	5.58	66.11	368.6
April	24	834.6	2072	2.48	34.78	86.3
May	10	351.0	593	1.67	35.10	59.3
June	19	304.2	449	1.48	33.80	49.9
Totals	176	6736.6	16246	2.41	38.28	92.3
Overall Totals	3282	143153.4*	387857	2.71	43.62	118.2
Previous Year	185	6908.2	16284	2.36	37.34	88.0

* - Plus 1551.19km in Melbourne

1992/93 TRAMCAR STATISTICS

CAR	1992 - 1993 TOTALS			PROGRESSIVE TOTALS		
	DAYS RUN	HOURS RUN	KM RUN	DAYS RUN	HOURS RUN	KM RUN
1	NIL	NIL	NIL	1	1:17	5.2
13	18	96:42	631.8	175	761:42	4968.6
14	36	174:13	1164.8	848	3981:45	29468.4
18	44	200:35	1424.8	413	1795:42	12201.8
26	14	41:12	348.4	409	1905:43	16757.0
27	35	174:35	1115.4	930	4133:03	31137.6
28	12	62:05	431.6	377	1658:04	11497.2
33	39	191:36	1131.0	640	2878:42	20059.0
38	14	30:23	197.6	183	482:19	3341.0
40	NIL	NIL	NIL	307	1129:52	8964.8
661	15	38:41	291.2	167	436:11	2797.6
671	NIL	NIL	NIL	158	338:42	1955.2
TOTALS		1010:02	6736.6		19503.02	143153.4
PREVIOUS YEAR		1013.01	6908.2			

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, 1994

Your Directors submit herewith the Financial Statements of the Society for the year ended 30th June, 1994 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	21 Years	President General Manager
Mr. S.J. Butler	Casino Dealer	10 Years	Ballarat Vice President
Mr. A.J. Phillips	Chief Photographer	6 Years	Melbourne Vice President
Mr. P.P. Winspur	District Operations Officer	20 Years	Secretary Traffic Manager
Mrs. C.D. Dean	Tram Driver	17 Years	Treasurer
Mr. A.V. Bradley	Clerk	13 Years	Board Member Publicity
Mr. W.A. Doubleday	Project Manager	6 Years	Board Member Engineering Manager
Mr. C.T. Giles	Bank Clerk	1 Year	Board Member
Mr. L.N. Millar	Property Valuer	3 Years	Board Member
Mr. F. Puls	Retired	1 Year	Board Member
Mr. G.W. Rodgers	Tram Driver	6 Years	Board Member Membership Officer

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 \$3287.

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, 1994**

Review of Operations

Financial

The society sustained a increased surplus for the year, brought about by a increased surplus from Sales Department for the year and decreased expenses to operate the Tram Cars. The Museum had a substantial decrease in profit caused by a decrease in the grants recieved and a increase in the operation expenses. Administration had a greater decrease in the income then the expenses, so there is a increase in the loss in this area.

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

(Loss) from Administration	(1379)
(Loss) from Tram Car Operations	(3025)
Profit from Museum	759
Profit from Sales Department	6932

	\$3287
	=====

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, F. Puls, C.T. Giles, L.N. Milliar and S.J. Butler being eligible offer themselves for re-election.

P.P. Winspur
Director

C.D. Dean
Director

Dated at Melbourne this 7th day of September, 1994.

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.
PROFIT & LOSS ACCOUNT
Year Ended 30th June, 1994

<u>1993</u>		<u>Notes</u>	<u>1994</u>
\$			\$
<u>\$40724</u> =====	Operating Revenue	3	\$42069 =====
1345	Operating (Loss) Profit	2,3	3287
<u>Nil</u>	Income Tax attributable to Operating Profit		<u>Nil</u>
1345	Operating (Loss) Profit after Income Tax		3287
<u>Nil</u>	Profit on Extraordinary Items		<u>Nil</u>
<u>Nil</u>	Income Tax attributable to Profit on Extraordinary Items		<u>Nil</u>
<u>Nil</u>	Profit on Extraordinary Items after Income Tax		<u>Nil</u>
1345	Operating (Loss) Profit and Extraordinary Items after Income Tax		3287
<u>100106</u>	Retained Funds at the beginning of the financial year		<u>101451</u>
<u>\$101451</u> =====	Retained Funds at end of financial year		<u>\$104738</u> =====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.
BALANCE SHEET As At 30th June, 1994

<u>1993</u>		<u>Notes</u>	<u>1994</u>
<u>\$</u>			<u>\$</u>
	CURRENT ASSETS		
33683	Cash		32394
2763	Receivables	4	2197
6206	Inventories	5	13500
<u>42652</u>	TOTAL CURRENT ASSETS		<u>48091</u>
	NON-CURRENT ASSETS		
80	Investments	6	80
58719	Tram Shed, Plant, Equipment & Trams	7	56567
<u>58799</u>	TOTAL NON-CURRENT ASSETS		<u>56647</u>
<u>101451</u>	TOTAL ASSETS		<u>104738</u>
	CURRENT LIABILITIES		
N11	Creditors and Borrowings	8	N11
<u>N11</u>	TOTAL CURRENT LIABILITIES		<u>N11</u>
<u>N11</u>	TOTAL NON-CURRENT LIABILITIES		<u>N11</u>
<u>N11</u>	TOTAL LIABILITIES		<u>N11</u>
<u>\$101451</u>	NET ASSETS		<u>\$104738</u>
	MEMBERS' EQUITY		
<u>101451</u>	Retained Funds	9	<u>104738</u>
<u>\$101451</u>	TOTAL MEMBERS' EQUITY		<u>\$104738</u>

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.
NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
30th June 1994

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, 1994 (Cont'd)

2. Summary of Departments

	Administration		Tram Car Operations		Sales		Museum	
	1993	1994	1993	1994	1993	1994	1993	1994
Members								
Subscriptions	3007	2725	-	-	-	-	-	-
Fares	-	-	16693	16907	-	-	-	-
Advertising	-	-	935	935	-	-	-	-
Sales	-	-	-	-	9670	14558	-	-
Donations	328	160	-	-	-	-	4791	5059
Interest	1474	1035	-	-	-	-	-	-
Grant Received	-	-	-	-	-	-	1600	-
Sundry	1420	-	-	-	-	-	806	690
Total Income	\$6229	\$3920	\$17628	\$17842	\$9670	\$14558	\$7197	\$5749
Less Expenditure								
Administrative								
Expenses	5723	4583	-	-	-	-	-	-
Operation								
Expenses	-	-	18923	15843	-	-	3715	4741
Cost of Sales	-	-	-	-	5484	7626	-	-
Interest	-	-	-	-	-	-	-	-
Subscriptions	250	415	-	-	-	-	-	-
Depreciation	321	301	4695	5024	-	-	268	249
Total Expenses	\$6294	\$5299	\$23618	\$20867	\$5484	\$7626	\$3983	\$4990
Total Profit (Loss)	(\$65)	(\$1379)	(\$5990)	(\$3025)	\$4186	\$6932	\$3214	\$759

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

1993	1994
\$	\$

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

3318	- Plant & Equipment and Trams	3608
1966	- Buildings	1966
=====		=====

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

9670	Sales Revenue	14558
4755	Members Subscriptions & Donations	2885
17628	Tram Car Operations	17842
7197	Museum Donations & Grant	5749
1474	Interest:- Other Persons/Corporations	1035
=====		=====
\$40724	Operating Revenue and Inflow of Funds from Operations	\$42069
=====		=====

4. Receivables (Current)

2763	Trade Debtors	2197
Nil	Provision for Doubtful Debts	Nil
=====		=====
\$2763		\$2197
=====		=====

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD.
NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
30th June, 1994 (Cont'd)

5. Inventories (Current)

<u>\$6206</u>	Finished Goods at cost	\$13500
-----		-----

6. Investments (Non-Current)

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

7. Tram Depot, Plant, Equipment & Trams

<u>97185</u>	Tram Depot & Trackwork at cost	97185
<u>54862</u>	Less Victorian Government Grant	54862
-----		-----
<u>42323</u>		42323
<u>31358</u>	Provision for Depreciation	33474
-----		-----
<u>\$10965</u>	Written down amount of Tram Depot Trackwork at cost	\$8849
-----		-----
<u>3201</u>	Electrical & Overhead Equipment at cost	3201
<u>3194</u>	Provision for Depreciation	3201
-----		-----
<u>97</u>	Written down amount of Electrical Overhead Equipment at cost	Nil
-		---
<u>4100</u>	Trams at cost	4101
<u>2413</u>	Provision for Depreciation	2618
-----		-----
<u>\$1687</u>	Written down amount of Trams at cost	\$1483
-----		-----
<u>91294</u>	Trams Restored at cost	94715
<u>37336</u>	Less C.E.P. Grant	37336
-----		-----
<u>53958</u>		57379
<u>11524</u>	Provision for Depreciation	14202
-----		-----
<u>\$42434</u>	Written down amount of Trams Restored at cost	\$43177
-----		-----
<u>3167</u>	Other Equipment at cost	3167
<u>1985</u>	Provision for Depreciation	2304
-----		-----
<u>\$1182</u>	Written down amount of Other Equipment at cost	\$863
-----		-----
<u>200</u>	Motor Vehicles at cost	200
<u>200</u>	Provision for Depreciation	200
-----		-----
<u>Nil</u>	Written down amount of Motor Vehicles at cost	Nil
---		---
<u>4928</u>	Museum Equipment at cost	4928
<u>2484</u>	Provision for Depreciation	2733
-----		-----
<u>\$2444</u>	Written down amount of Museum Equipment at cost	\$2195
-----		-----
<u>204075</u>	Total Tram Depot, Plant, Equipment & Trams at cost	207497
<u>54862</u>	Less Victorian Government Grant	54862
<u>37336</u>	C.E.P. Scheme Grant	37336
-----		-----
<u>111877</u>		115299
<u>53158</u>	Provision for Depreciation	58732
-----		-----
<u>\$58719</u>	Written down amount Total Tram Depot, Plant, Equipment & Trams at cost	\$56567
-----		-----

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, 1994 (Cont'd)

8. Creditors and Borrowings (Current)

<u>Nil</u>	Bank Loans	<u>Nil</u>
<u>Nil</u>	Other Loans	<u>Nil</u>
<u>Nil</u>		<u>Nil</u>
<u>---</u>		<u>---</u>

9. Members Funds

<u>\$101451</u>	Members Retained Funds	<u>\$104738</u>
<u>-----</u>		<u>-----</u>

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

11. Lease Expenditure Commitments

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

12. Contingent Liabilities

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

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:	
<u>Nil</u>	auditing accounts	<u>Nil</u>
<u>Nil</u>	other services	<u>Nil</u>

15. Segment Information

- (a) Industry Segment - to promote and operate a tramway museum
- (b) Geographical Segment - the Society operates only within Australia.

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, 1994 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, 1994 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, 9th day of September, 1994.



Did they really look like that? Past and present BTTPS members Graham Evans, Noel Forster, Richard Gilbert, Hal Cain, Gavin Young and Warren Doubleday picking up sleepers during track removal in Sturt St. West in July 1972. PHOTO: Ballarat Courier



Trackwork in Sturt St. August 1966, using the locally built Jelbart oil roller (now at TMSV
ylands) PHOTO: Ballarat Courier



Often repairs to the Overhead were necessary, and often after a storm. The overhead crew repair fallen wires, possibly after tree branch fell in Lydiard St. North during April 1965.
PHOTO: Ballarat Courier



SEC workers undertake road surface repairs in Bridge St. Sept. 1966.
PHOTO: Ballarat Courier