

Ballarat Tramway Museum Inc.

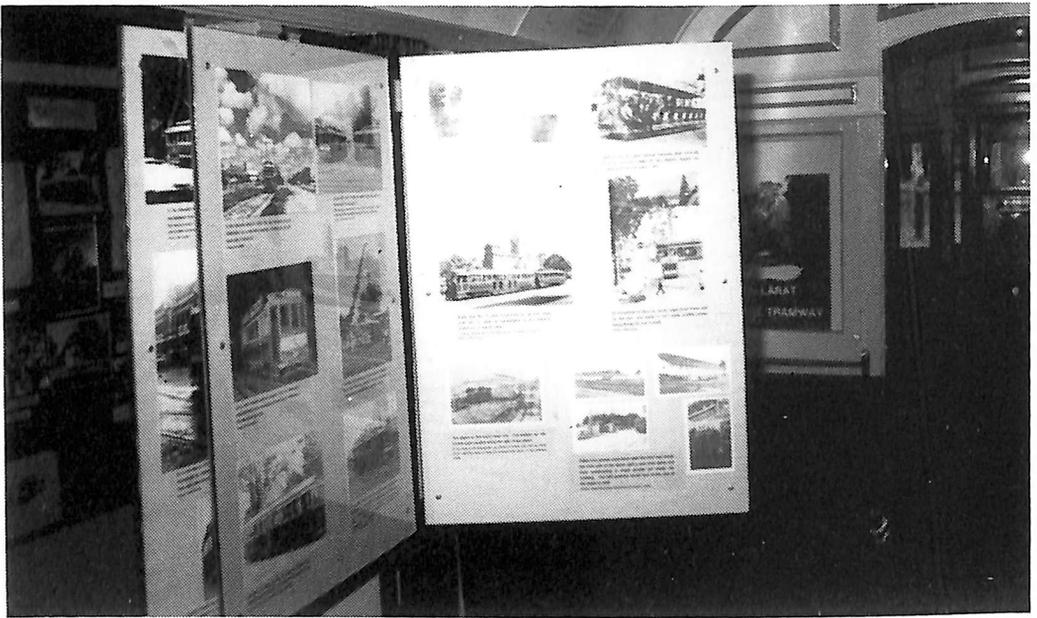
(Formerly the Ballarat Tramway Preservation Society Ltd.)



Annual Report

1994-1995

Ballarat Trams are Ballarat History



The display area fitted partially into tram No. 39 within the depot has proved to be very popular with visitors, including the photo display leaves panels. PHOTO: Warren Doubleday



The construction of the Archives storage room was commenced in July 1994, by John Phillips seen here constructing the stud frame. PHOTO Carolyn Dean



BALLARAT TRAMWAY MUSEUM INC.*

MR! MR! MR!
Museum Accreditation Program
Registered Museum

ANNUAL REPORT 1994-1995

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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
	Clayton Giles
	Len Millar
	Frank Puls
	Greg Rodgers

* formerly the 'Ballarat Tramway Preservation Society Ltd.'

Mission Statement

The Museum'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 Cover: World War II saw women work Ballarat's trams for the first time as conductresses. Their work is remembered as part of the Australia's Remembers celebrations. They are L to R Mesdames E.A.Jakobi, J.L.Wightwick and M.C.Browne. Photo: *SEC News* Sept. 1942.

1. President's Report

The past year has seen us continue to develop and expand our activities. One of the most important changes we undertook was that of changing our legal status. We moved to change from a Company Limited by Guarantee to an Incorporated Association. This has the effect of reducing considerably the legal paperwork required for the Annual Returns.

This change also took into account our view that we have achieved the original aim of preserving Ballarat's trams, and now we are a museum, hence the name Ballarat Tramway Museum Inc. The incorporation team of Peter Winspur and Greg Rodgers have done a wonderful job in drafting the new rules and particular thanks is due to them.

We have been active in participating in exhibitions, meetings and seminars.

- On 14th September, Gary Wood represented our Society at a meeting on cultural tourism.
- The CHHA's History Fair held at the Curtis Street Army Drill Hall on Sunday, 9th October, 1994, and we took Horse Tram No.1 along as a major exhibit.
- The Bi-Annual conference of the Council of Tramway Museums of Australasia which was held at

Bendigo from 2nd to 7th December, 1994. We also welcomed the Delegates from the conference when they visited our tramway as part of the conference programme. I was elected to the position of Executive Officer of the COTMA organisation whilst Carolyn Dean was returned as Treasurer. John Phillips has been appointed as COTMA Delegate for our Society.

- A two day workshop on setting up exhibitions was attended by Gary Wood, Len Millar and Warren Doubleday. This two day workshop, arranged by the Victorian Branch of the Museums Association covered the processes that should be undertaken when setting up a new exhibition.

- A Strategic Planning day at the Sovereign Hill Conference Rooms. This excellently planned day allowed the Board to meet and discuss a varied range of issues for the future planning of our museum.

- Stephen Butler and Len Millar represented our Society during the year at meetings over the Lake Wendouree and Botanical Gardens Master Plan.

- I attended the Christmas lunch for the Central Highlands Tourism Authority and the function for the launching of the Golden City Paddle Steamer. Both these gatherings allowed us to meet with people of similar tourist interest, and in particular we have established a good contact with the Golden City Paddle Steamer group.

To further the development as a museum, our cataloguing kit was pressed into service to enable us to catalogue, file and correctly store our archives. The Archive room was also completed.

The Interpretive Sign was erected at the Gardens Loop and this gives the viewer a short history of the Ballarat Tramways and their relationship to the Gardens.

The Begonia Festival was another success and is gaining popularity each year our tramway is fully pressed for resources of both labour and trams to convey the crowds and the occasion is an important period for our budgeted revenue earning.

We added significantly to our tramcar fleet during the year by obtaining former ESCo tram No. 21. This tram was on a property at Daylesford and is now securely stored, along with No. 121 from our Bungaree storage site, at Len Millar's Newstead property. This is an important acquisition as tram No. 21 completes the picture, as far as is possible, of presenting the different trams that made up the Ballarat fleet over the years.

We note with sadness the passing of two prominent people, Melton Foo and Eldon Hogan. Melton was one of the people instrumental in starting up the tramway preservation group in 1971. He was Member No. 1 and

as a Ballarat City Councillor and Mayor at times he gave us support and good advice from his viewpoint. He was a regular attender at our Annual General Meetings and was a driving force in the early days of our organisation, particularly during the building of the depot.

Eldon Hogan was a member in the early days of our Society. He provided us with access to his Gestetner duplicating machine from our inception and our early newsletters, Board minutes and fund raising appeal sheets were produced at "Railway House". He guided me to a second hand store, next to Malvern Depot, where, after his close inspection, I purchased a good condition Gestetner that still runs faithfully today, though little used. I would also like to record, for the archives, that Eldon is the one who chose the site of our tram depot. He pointed it out whilst we were travelling in a tram around the lake in the last days of the SEC tram system.

The Board of Management has met regularly and continues to work hard and responsibly at the management task in a harmonious way. The Society has continued to develop and progress. It is an active and rewarding task that we all do and I take great pride in heading this organisation.

Richard Gilbert, President

2. General Manager's Report

As noted above, the year saw us add former ESCo Tram No. 21 to our collection. A series of brilliant chance circumstances saw us discover and obtain this tram which had been built into a house. This former cross bench tram, built for the opening of the Sebastopol electric tram line in 1913, will complete the picture, as far as possible, of representing the different styles of trams that have run in Ballarat. The only trams not represented in the fleet will be the Gardens Summer cars, of which 2 cross bench cars were built and were scrapped years ago.

Now safely stored under cover along with No. 121, we can contemplate the reconstruction of No. 21. At the depot the reconstruction of No. 12 has progressed and is a credit to the workmanship of Gary Wood. Len Millar, Darren Hutchesson and Simon Jenkins, along with the help of others from time to time, has seen much progress on the refurbishment of W4 671.

The Sales Department is constantly marketing sales items and tramway history to both the visitor and the tram fans. It regularly supplies stock on a wholesale basis to other tramway museums and commercial outlets. The video tape 'The Tramways of Ballarat' is continuously being sold. During the year fridge magnets were added to our range and a new book 'History of the Geelong Electric Tramways' produced by David O'Neil.

The trial perspex window on our single truck tram for use during the cold winter has changed in its design concept and will now be trialled made of polycarbonate sheeting.

We were fortunate to be given a sizeable portion of the Wal Jack collection of slides of the Ballarat Tramways. Wal lived in Ballarat from the 1930's until his death in 1964 and took many slides, as well as photographs. This wonderful gift has been added to our archives.

A revised reprint of our brochures was produced. Sponsored by McDonalds Family Restaurant, they are printed on heavier paper to avoid drooping in brochure racks and they have some colour in the printing.

A Tramcar Fleet Conservation Plan was drawn up by a committee of Len Millar, Gary Wood, Dave Macartney, Frank Puls and Warren Doubleday. The document sets out a policy of conservation of each tram and is followed closely when it comes to maintenance and restoration of the vehicle which particularly involves any alteration to its appearance. The document is still in draft form.

The running of the tramway continues every weekend, school holiday and public holidays and the commitment by our volunteer crews is greatly appreciated.

The members newsletter *Fares Please* is produced every two months and the standard of production has been maintained. We realise that 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 our Society.

There is so much effort that goes into making the tram run and making our Society function. I thank the team of members who work so cohesively to achieve this aim. 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 expertly and his commitment to the task is appreciated. He directs the areas of crew rostering, training, uniforms and tram service delivery in a professional way. As the Society

Secretary, Peter is conscientious and expert in the task.

I also thank David Macartney, Gary Wood and Jacqui Edwards as the team at the depot on weekdays who work well on tramcar restoration with a great deal of craftsmanship.

Carolyn Dean has always performed well in her role as Treasurer and Len Millar's input to the restoration of 671 is appreciated. I thank Robert Paroissien, our Auditor, for his help and advice on the financial matters and also our younger members, especially Simon Jenkins, Paul Mong, Alastair Reither for their help in their developing interest of working on the trams in the workshop area.

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

Richard Gilbert

3. Engineering Manager's Report

1994 - 1995 was another busy year for the staff who support tramcar operations and the museum itself. Many of the projects commenced the previous year were completed or continued and a number of new ones commenced.

The formal Museum Accreditation phase documentation became

available towards the end of the year. The achievement of this will be a significant task, but certainly not beyond us. It will be a challenge but one well worthwhile achieving if we are to achieve our mission of preserving the style of Ballarat's former street tramways.

increasingly involved with developing tourism as a whole for Ballarat and hope to reap the benefits in the future. The terrific range of activities offered in Melbourne every Sunday has had a dramatic effect on the traditional Sunday drive.

The Begonia Festival proved that if there is something big on in the gardens and it is promoted, people will flock there even when the weather is less than idyllic. This happened this year and it was the first time ever that we carried over 1,000 people a day for three days in a row. Even the weekdays were busier than usual. Our traffic staff rose to the occasion and I believe that a good time was had by all. The carpark shuttle was provided again this year and it was a great success. It is the one time of the year when the tramway takes on the role of a public transport service rather than a tourist attraction and I believe we are well experienced in doing this.

The Grand Prix will be held in Melbourne over the Begonia weekend next year and we are waiting with some trepidation as to the effect it will have on Ballarat.

For the rest of the year the band of regular attendees was always smaller than we would have liked and I can only thank them for being so generous with their time. If you are interested in people and believe in

what we are trying to do working on the trams is very rewarding. Clayton Giles, Simon Green and Darren Hutchesson both qualified as drivers during the year and have proved valuable additions to our roster. School holiday weekday running has had to be provided by people other than myself since I became office bound last year and I thank Frank Puls, Bill Kingsley, David Frost Len Millar and more recently Darren Hutchesson for keeping the wheels turning.

The biggest thanks for the year must go to Frank Hanrahan who found Len Doull on his doorstep on a Saturday afternoon to tell him that the rostered driver had not arrived. Frank pulled his uniform on and was on his way within a few minutes. I was in Townsville that day, a little far away to help!

I can only thank everyone for their support over the past year in keeping the tramway operational and hopefully they enjoyed their hobby at the same time.

Peter Winspur
Traffic Manager

5. 1994/95 OPERATING STATISTICS

Month	Days Run	Kms Run	Pass Carried	Av Pass per km.	Av. Km. per day	Av Pass per day
July	19	592.8	848	1.43	31.20	44.6
August	8	267.8	248	0.92	33.48	31.0
September	18	540.8	688	1.27	30.04	38.2
October	12	447.2	740	1.65	37.27	61.7
November	9	257.4	470	1.82	28.60	52.2
December	17	548.6	1154	2.10	32.27	67.9
January	29	1162.2	2924	2.52	40.08	100.8
February	8	314.6	504	1.60	39.33	63.0
March	15	1097.2	5690	5.18	73.15	379.3
April	21	798.2	1725	2.16	38.01	82.1
May	9	288.6	390	1.35	32.07	43.3
June	9	322.4	410	1.27	35.82	45.5
Totals	174	6637.8	15791	2.37	38.15	90.8
Overall Totals	3456	149791.2*	403610	2.69	43.34	116.7
Previous Year	176	6736.6	16246	2.42	38.28	92.5

* - Plus 1551.19km in Melbourne

1994/95 TRAMCAR STATISTICS

CAR	1994 - 1995 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	28	141:37	925.6	203	903:19	5894.2
14	45	207:42	1328.6	893	4189:27	30797.0
18	9	38:08	309.4	422	1833:50	12511.2
26	20	91:53	709.8	429	1997:36	17466.8
27	48	207:32	1401.4	978	4340:35	32539.0
28	33	113:00	741.0	400	1771:04	12238.2
33	30	122:34	793.0	670	3001:16	20852.0
38	12	24:39	184.6	195	506:58	3526.6
40	NIL	NIL	NIL	307	1129:52	8964.8
661	11	31:17	228.8	178	467:28	3026.4
671	4	4:07	15.6	162	342:49	1970.8
TOTALS		982:29	6637.8		20485:31	149791.2
PREVIOUS YEAR		1010.02	6736.6			

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

Ballarat Tramway Museum Incorporated
BALANCE SHEET AS AT 30TH JUNE, 1995

1994

\$

ACCUMULATED FUNDS		
101451	Balance brought forward 30th June, 1994	104738
3287	Plus Surplus for Year	3273
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\$104738	Balance carried forward 30th June, 1995	\$108011
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THESE FUNDS ARE REPRESENTED BY:-

Current Assets		
40	Cash on Hand	50
10376	Australia & New Zealand Banking Group Ltd.	7658
21978	A.N.Z. Executors & Trustees	22846
2197	Debtors & Prepayments	1507
13500	Stock on Hand (at lower of cost or sale value)	11677
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48091	Working Capital	43738
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Plus Non-Current Assets		
42323	Tram Depot & Trackwork (at cost)	42323
(33474)	Less Provision for Depreciation	6733
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3201	Electrical & Overhead Equipment (at cost)	3201
(3201)	Less Provision for Depreciation	-
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4101	Trams (at cost)	4101
(2618)	Less Provision for Depreciation	1278
<hr style="border-top: 1px dashed black;"/>		
3167	Other Equipment (at cost)	4130
(2304)	Less Provision for Depreciation	1464
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200	Motor Vehicles (at cost)	200
(200)	Less Provision for Depreciation	-
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57379	Trams Restoration (at cost)	68443
(14202)	Less Provision for Depreciation	51130
<hr style="border-top: 1px dashed black;"/>		
4928	Museum Equipment (at cost)	6588
(2733)	Less Provision for Depreciation	3588
<hr style="border-top: 1px dashed black;"/>		
56567		64193
<hr style="border-top: 1px dashed black;"/>		
104658		107931
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Plus Investments		
80	Shares (at cost)	80
<hr style="border-top: 1px dashed black;"/>		
\$104738		\$108011
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**Ballarat Tramway Museum Incorporated
INCOME & EXPENDITURE ACCOUNT
FOR YEAR ENDED 30TH JUNE, 1995**

1994		
\$		
	Income	
2725	Members Subscriptions	2619
160	Donations Received - General	35
5059	- Museum	8169
(3025)	Surplus (Deficit) Tram Car Operations	(2556)
6932	Surplus (Deficit) Souvenir & Kiosk Operations	3580
1035	Interest Received	1291
690	Bungaree House Rent	982
-----		-----
13576		14120

	Less Expenditure	
196	Advertising	116
199	Bank Charges & Duties	203
3335	Bungaree House Expenses	3395
550	Depreciation	579
377	General Expenses	943
40	Land Rent	28
1746	Printing & Stationery	1510
54	Rates	-
1261	Repairs & Maintenance	1751
415	Subscriptions	315
2116	Telephone & Postage	2007
-----		-----
10289		10847
-----		-----
\$3287	Surplus for Year	\$3273
=====		=====

Ballarat Tramway Museum Incorporated
STATEMENT OF CASH FLOWS
FOR YEAR ENDED 30TH JUNE, 1995

1994			
\$			
	Cash Flows from Operating Activities		
35342	Revenue from Operations	34583	
(33208)	Payments to Suppliers and Employees	(22736)	
-----		-----	
2134	Net Cash provided by Operating Activities (see Note 2)		11847

	Cash Flows from Investing Activities		
(3423)	Additions to Tram Restoration	(11064)	
-	Additions to Museum & Other Equipment	(2623)	
-----		-----	
(3423)	Net Cash used in other activities		(13687)
-----			-----
(1289)	Net Increase (Decrease) in Cash Held		(1840)
33683	Cash at beginning of year		32394
-----			-----
\$32394	Cash at end of year		\$30554
=====			=====

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:

40	Cash on Hand	50
	Australia & New Zealand Banking Group Ltd.	
5376	- Cheque Account	2380
5000	- Term Deposits	5278
21978	A.N.Z. Executors & Trustees V2 Plus	22846
-----		-----
\$32394		\$30554
=====		=====

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

3287	Operating Surplus (Deficit)	3273
5574	Depreciation	6061
	Changes in Assets and Liabilities	
566	(Increase) Decrease in Debtors	690
(7293)	(Increase) Decrease in Stock on Hand	1823
-----		-----
\$2134		\$11847
=====		=====

Cash Outflows shown in brackets

Ballarat Tramway Museum Incorporated
NOTES TO AND FORMING PART OF THE FINANCIAL
STATEMENTS, YEAR ENDED 30TH JUNE, 1995

1. Summary of Significant Accounting Policies

The Society's financial statements have been drawn up in accordance with the accounting standards of the Australian Accounting Bodies approved accounting standards. 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 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:-

Trams	20 years
Motor Vehicles	7 years
Museum Site Improvements	20 years
Plant & Equipment	20 years

Additions and disposals are depreciated for a pro rata period in the year of acquisition or disposal.

(b) Income Tax

By virtue of its aims as set out in the Statement of Purposes the Society qualifies as an organization specifically exempted from ordinary income tax under Section 23 (g) of the Australian Income Tax Assessment Act.

(c) Inventories

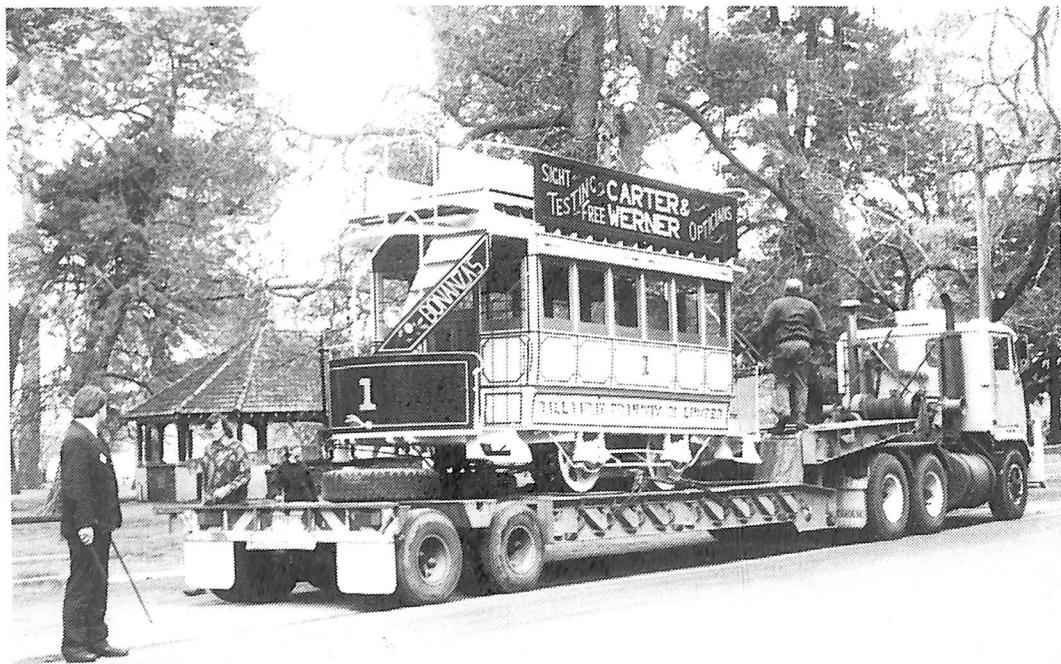
Inventories are valued at lower of cost and net realisable value, and include all costs incurred in bringing it to the society's store.



The Board held a very successful planning day at Sovereign Hill in February 1994. Back: Stephen Butler, Warren Doubleday, Greg Rodgers, Gary Wood, Frank Puls, Alan Bradley, Richard Gilbert. Front: Clayton Giles, Peter Winspur, Elizabeth Downes (CHHA Project Officer), Carolyn Dean, Len Millar and John Phillips.



Refurbished tram shelter and interpretation panel at Garden Loop, providing both a seat and the connection between trams and the Gardens: August 1994. PHOTO Warren Doubleday



Horse Tram No. 1 about to unloaded after display at the Central Highland Historical Association's History Fair - 9 October 1994. PHOTO: Carolyn Dean.



ESCo No. 21 placed on a former Melbourne cable tram truck is about to rolled into the storage shed at Newstead. 31 October 1994. PHOTO Warren Doubleday