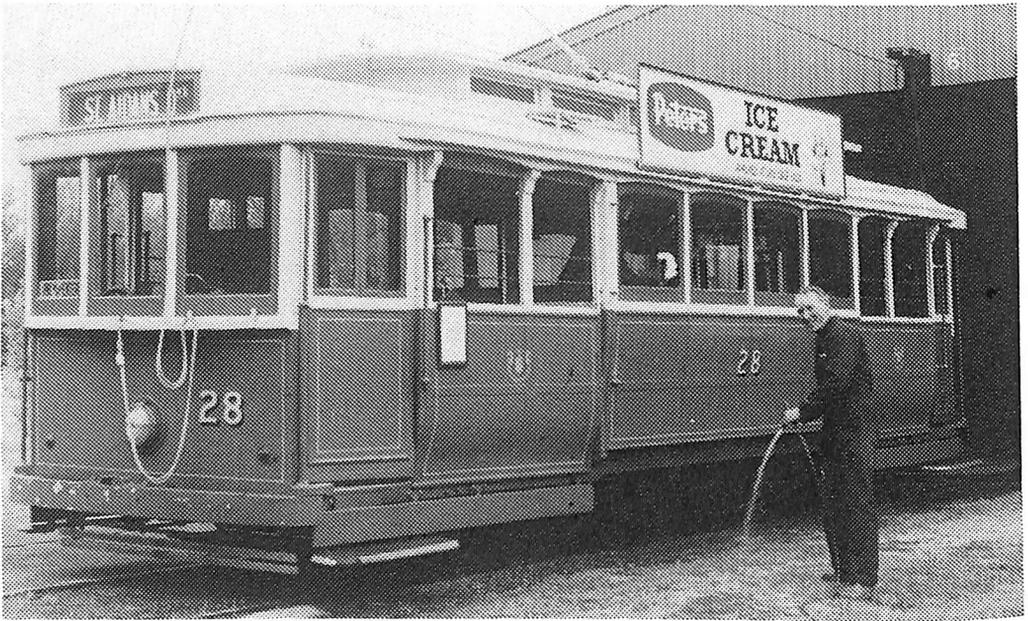


Ballarat Tramway Museum Inc. Annual Report 1995-1996



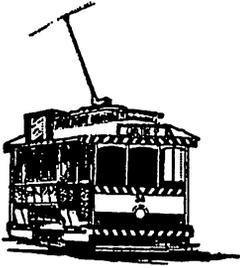
Ballarat Trams are Ballarat History



One of the most repeated tasks in the Museum is the washing of the trams after use. Dave Macartney is about to start yet again, during November 1995. Photo Carolyn Dean



Our "Ballarat Tram" waits at St Aidans Drive on 4.12.95 following the official launch earlier that day. Photo John Phillips



Ballarat Tramway Museum Inc.

MAE MAE MAE
Museum Accreditation Program
Registered Museum

Annual Report 1995-1996

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The Board

President	Richard Gilbert
Vice Presidents	Stephen Butler John Phillips
Secretary	Peter Winspur
Treasurer	Carolyn Dean
Board Members	Alan Bradley Warren Doubleday Clayton Giles Darren Hutchesson Len Millar Greg Rodgers

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: "City of Ballarat tram No. 671 reverses in Flinders St, near Spencer St on Friday March 8, 1996. All the City circle trams had to do this shunt, rather than complete a circle, due the heavy tram traffic for the Grand Prix that was causing problems for trams turning from Spencer St. Photo John Phillips

1. President's Report

The past year has seen this Museum progress in a number of ways. The change in legal status from a Company Limited by Guarantee to that of an Incorporated Association has now bedded in after some time in getting the news around to various organisations. We have gone through our first full year in this new legal status and have all gotten used to referring to the organisation as the 'museum' and not the 'society'.

We have been active in advancing the status and quality of our museum. We have taken part in two exhibitions, both at the Curtis Street Army Hall, one being the Central Highlands history Fair and the other being the Ballarat Model Railway Exhibition. Within the gardens area we performed well at the Begonia Festival and the new community fair known as Springfest gave us the opportunity to provide a service similar to that of the Begonia Festival.

In the administrative area the Board reviewed its Management Structure. The previous structure has applied since the early days of the society and the new structure has taken into account the different challenges and responsibilities the organisation now faces. The Board also reviewed its short, medium and long term objectives during the year.

The proposed Rail Safety Accreditation Act is foremost on the Board agenda and we have good contact with the

Department of Infrastructure at this time while the legislation is being drafted.

We have maintained input to the Botanic Gardens Masterplan and were in attendance at the public release of the plan. It is imperative that our museum be involved in any decision making regarding conservation and traffic management issues in the gardens.

The Board adopted a Fleet Conservation Plan. This document looks comprehensively at our tram car fleet and its future conservation. The Board also adopted the revised Collections Policy of the museum.

Probably the single most exciting event for us over this past year has been the launching to the public of *City of Ballarat* tram 671 on the 4th December, 1995. This event culminated some months of work by our team at the depot and saw the refurbishing and painting of the tram in a creative blue colour scheme. In the company of Vern Robson, then Chief Commissioner of the City of Ballarat, our local State Parliamentarians Paul Jenkins and Barry Traynor, the Federal Member for Ballarat, Michael Ronaldson and Director of Sovereign Hill, Peter Hiscock we made a lot of publicity and sent into running our restored tram.

Following a period of running on our tramway we were fortunate to obtain permission from the Minister for Transport, Alan Brown, to operate the tram in Melbourne over the period of the Begonia Festival. The tram was used

to promote the festival and also the Ballarat Opera festival. After its period of running our members were privileged with a tour around Melbourne in this tram on 13th April, prior to its return to Ballarat. The Minister was interested in our success and the help and assistance of officers and crews from the Met Tram area is appreciated. The Minister generously paid for the transport of the tram between Ballarat and Melbourne and we thank the Victorian Government for their support for our venture.

Whilst our W4 tram was running in Melbourne, so was the Grand Prix. We had concerns as to how this would affect the Begonia Festival, but patronage was beyond our expectations with the highest number we have ever carried on one day. The festival saw us carry some 300 passengers more than our highest daily record ever.

It happens that in most Annual Reports we comment on a tramcar acquisition for the year. We are pleased to report that the museum acquired a four wheeled truck from former Melbourne cable tram trailer No.427 from the home of Mrs. Wickens of Hawthorn. We thank her for the donation.

During the year there was, from the time of the launch of 671, a popular move to establish a heritage street tramway in the Ballarat city precincts. Our museum has been supportive of such a project and attended the public meeting at the Town Hall. From there we have been invited onto an interim

committee and are taking part in any developments.

Our museum display area progressed with the placement on the wall of our 4th part of the story panel. This panel deals with the SEC era from 1945 to 1971. The archives area of our museum has been constantly added to and cataloguing has continued. We are building a valuable collection which is being processed and recorded in the professional manner required with the acquisition of the Cataloguing Kit. This kit was successfully obtained through a grant from the Ministry for the Arts in the previous year.

The museum is a member of the Central Highlands Historical Association, Museums of Australia and the Council of Tramway Museums of Australasia. We are an active contributor to the Council of Tramway Museums and are being well represented at the biennial conference later this year to be held in Hobart.

We note with sadness the passing of former member Iain Sutherland of Daylesford. In our early days Iain was instrumental in the training of our tram drivers. He was a tram driver in Melbourne and used his skills to train a number of us. He also assisted in work parties during the construction of the tram depot in the early 1970's. He was present at our 21st Anniversary Celebrations and I was pleased to be seated at the table with him for this occasion. He is sadly missed.

This is our 25th year and it doesn't seem all that long ago we remember the familiar green and yellow trams rumbling around town. In moving into the 21st century we are now on the Internet. If you wish to see our "home page" we can be contacted on <http://www.ozemail.com.au/~amcoxy/> Thanks to Andrew Cox implementing this move into the "information supertramway"!

I wish to thank all those members who have contributed their time so generously to the operation, management and furtherance of the

Museum. The quality of workmanship, management skills and customer skills in the management of this valuable historical resource we are entrusted with is a credit to all those participants. The Board has met regularly and continues to work hard and responsibly at the management task in a harmonious way.

The Museum 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 progressive organisation.

Richard Gilbert

2. Museum Services Manager's Report

The last 12 months saw a concerted effort made on the cataloguing of our collection. By the end of the year, some 270 catalogue work sheets were completed, involving about 350 objects from 33 different donors. This primarily comprised the collection of the late Wal Jack that was given to the Museum in July 1994. Assistance has been provided by Neville Gower, Simon Jenkins and Garry Wood on the computer hardware and associated software. The Archives storage room has been completed and is being fitted out with shelves and other facilities as necessary.

A number of substantial and valuable items were donated to the Museum during the year. The aim is to catalogue these if possible so as not to create a backlog. Unfortunately it would

appear that we are just keeping up with the new arrivals.

The Museum's Collection Policy was reviewed and revised to take into the collection, some non-Ballarat items, in particular photographs where associated with a Ballarat person (eg Wal Jack) or where a suitable archive system is not formally yet set up.

A Fleet Conservation Policy was finalised along with a formal Tramcar Register document. This was a significant task and sets the guidelines for the future conservation of our tramcar fleet. It was considered that this document was critical in the overall Accreditation process, as it provides a policy framework for the conservation of the Museum's tramcar fleet to assist the administration and volunteer workers.

With regard to Museum Accreditation, the documentation necessary to achieve this was finalised by Museums Australia and the Museum is now working towards achieving this. Many of the documents that will be necessary for Rail Safety Accreditation will be able to used in Museum Accreditation.

An important element in any Museum today, is its face to the outside world, in particular a presence on the Internet. Andrew Cox is to be congratulated on putting our "home page" together, which has received good reviews from those who have viewed it. An owned home page is essential if the right information is to be presented correctly.

The Museum prepared a temporary exhibition for the Central Highlands Historical Association History Fair in

October, focusing on the part the Ballarat Trammies played during the Second World War. This featured a video, two display boards and a handout brochure. Following the fair, the temporary exhibition was placed in our display area until the end of 1995.

An interpretive brochure that detailed the reconstruction of the Horse Tram and its history was produced for the operation of the tram in October. This has been reprinted and is made available at the depot for visitors. A exhibition and layout was prepared for the Ballarat and District Model Railway Fair during the June 1996 Queens Birthday Weekend. The fourth panel in the display area, detailing the SEC era between 1945 and the closure of the tramway in 1971 was completed.

Warren Doubleday

3. Technical Services Manager's

The past year saw a number of achievements. The primary one was the completion of the repainting of tram No. 671 and its subsequent operation in Melbourne. This placed an additional load on our resources and its on-time achievement was a worthy one. A number of jobs that had been planned to be undertaken during the year were put back because of this.

A major resleepering of the access track was carried out, on December 4, the same day that 671 was formally launched. The City of Ballarat carried out repairs to the road surface along the southern quarter of the track during the

year. This has improved the appearance and reduced the number of pot holes. Thanks to the City for this work.

The remains of former Melbourne Cable Trailer, No. 427 was recovered from a house in Glenferrie Road Hawthorn. This consisted primarily of the wheel set. Thanks to Mrs Wickens, the property owner for the donation.

Tramcar Conservation

Tram No. 12 - the work on the underframe was completed and a start made on the corner pillars and other intermediate pillars. Garry Wood

continues to be the mainstay behind this important project.

Trams 1, 14, 18, 26, 27, 28, 33, 38 and 671 - generally in service and receiving attention on a scheduled basis. Tram 28 was withdrawn towards the end of the year for body repairs and repainting.

Trams 11, 21, 32 and 13 - in storage, the latter with a defective motor .

Tram 40 - the rewind armature was re-installed into the tram and subsequently returned to service.

Tram 671 - following the decision to repaint the tram in the colours of the City of Ballarat, this task was quickly completed. After approval to operate

the tram in Melbourne was given, the cast iron brake blocks were replaced with composition blocks. To achieve this required a week of design and engineering to modify the hangers and install the blocks. The tram operated satisfactorily in Melbourne, though often with a shudder in the braking system, which was rectified upon the tram's return to Ballarat.

Thanks to Jacqui Edwards, Dave Macartney, Garry Wood, Darren Hutchesson, Len Millar, Mark Peterson, John Phillips, Alan Snowball, Alastair Reither, Paul Mong and Simon Jenkins for their assistance and contributions throughout the year.

Warren Doubleday

4. Traffic Manager's Report

Reading my report for last year before commencing to write this year proved to be both rewarding and disappointing. Much had changed and much has stayed the same.

Our trams continued to run every weekend and holiday throughout the year, just as they did last year. They also continued to contend with pretty miserable weather for much of the time. At least Ballarat can say that it is not alone in this regard.

Our band of workers has remained disappointingly small. No new drivers were trained during the year and Alan Snowball was the only member who not only put his hand up but trained as a

conductor. Darren Hutchesson, who has given the Museum so much of his time and enthusiasm in the short time he has been with us decided to go home to South Australia in April. He has promised to come back as often as possible. Gavin Young, our long suffering Roster Clerk, will be collaring him every time he crosses the border.

Unlike the previous year there were several operational highlights. The decision was made to run the Horse Tram on Sunday 1 October. It proved to be a winner. Not only did we carry 167 passengers in the few short hours it ran, but the electric car was very busy. A total of 295 passengers rode for the day. "Springfest", a new event for Ballarat

run by Ballarat and Clarendon Colleges, was held on Sunday 29 October. It consisted of stalls and activities all around the lake. It was a great success and should prove to be even larger in 1996. We carried 394 passengers, many of whom took single journeys reminiscent of recent Begonia Festivals. These two events and good school holiday patronage led to October 1995 being the best on record by 350 passengers.

Christmas Day again saw Father Christmas driving the tram with the assistance of Travis Jeffery. 117 people enjoyed a ride. Again, my thanks to Frank Puls and Travis for giving up a substantial part of their Christmas Day for the Museum and the visitors to the Gardens. New Year's Day proved to be a total passenger figure disaster (Remember the rain?) which put a dampener on the rest of the month and led to the worst January patronage on record.

Begonia Festival 1995 had been the busiest since 1975. With the Grand Prix on the horizon for the same time in 1996 I was very worried that no one would visit Ballarat. With so many of our traffic members committed to work for the PTC in Melbourne I could see an unmitigated staffing disaster looming. All my sleepless nights were in vain. Not only did Begonias 1996 prove to be

the best since 1975 but the non PTC traffic staff rose to the occasion magnificently. Many records toppled. We did not carry over 1000 for three days in a row as was the case in 1995. Instead we toppled the best ever figure for one day of 1455 from 1975 by carrying 1718 people on Sunday 10 March. In the eleven days of the Festival 5828 people rode, just short of the 1975 record of 5849. Again, our trams proved invaluable to the success of the Festival in the Gardens.

While all this was going on in Ballarat, Tram No 671 had returned to Melbourne to run from it's old home Depot of South Melbourne on the City Circle as the "City of Ballarat" to promote the Begonia and Opera Festivals. Members John Hickey, Pat Roberts and Dean Filgate are Customer Service Employees of Met Tram and it was arranged for them to work on the car as much as possible. I thank them for their efforts in promoting Ballarat and the Museum.

By early April, more passengers had been carried than for the whole of 1994/95. We were rewarded with a final total for the year of 17773, the best since 1990/91. We can only hope that the dim days of recent years are behind us. My thanks to our small band of dedicated workers.

Peter Winspur

5.

1995/1996 OPERATING STATISTICS

MONTH	DAYS RUN	KILOMETRES RUN	PASSENGERS CARRIED	AV PASS PER KM	AV KM PER DAY	AV PASS PER DAY
JULY	20	598	670	1.12	29.90	33.5
AUGUST	8	291.2	361	1.24	36.40	45.1
SEPTEMBER	14	499.2	869	1.74	35.66	62.1
OCTOBER	16	681.2	1789	2.63	42.58	111.8
NOVEMBER	9	340.6	586	1.72	37.84	65.1
DECEMBER	18	608.4	1400	2.30	33.80	77.8
JANUARY	28	1073.8	2467	2.30	38.35	88.1
FEBRUARY	9	322.4	548	1.70	35.82	60.9
MARCH	19	1198.6	6451	5.38	63.08	339.5
APRIL	22	761.8	1724	2.26	34.63	78.4
MAY	8	241.8	330	1.36	30.23	41.3
JUNE	11	364	578	1.59	33.09	52.5
TOTAL	182	6981	17773	2.55	38.36	97.7
OVERALL	3638	166772.2	421383	2.69	43.09	116.8
PREV YEAR	174	6637.8	15791	2.38	38.15	90.8

Note: Overall kilometres run excludes km in Melbourne

1995/1996 TRAMCAR STATISTICS

CAR	1995/1996		TOTALS	PROGRESSIVE TOTALS		
	DAYS RUN	HOURS RUN	KILOMETRES RUN	DAYS RUN	HOURS RUN	KM RUN
1	1	3:10	10.4	2	4:27	15.6
13	0	0:00	0.0	203	903:19	5894.2
14	35	163:34	1105.0	928	4353:01	31902.0
18	32	144:48	907.4	454	1978:38	13418.6
26	15	42:01	304.2	444	2039:37	17771.0
27	57	257:32	1700.4	1035	4598:07	34239.4
28	10	52:38	330.2	410	1823:42	12568.4
33	52	247:11	1739.4	722	3248:27	22591.4
38	5	26:55	171.6	200	533:53	3697.2
40	5	12:12	83.2	312	1142:04	9048.0
661	11	34:42	189.8	189	502:10	3216.2
671	18	49:31	439.4	180	392:20	2410.2
TOTALS		1034:14	6981.0		21519:45	156772.2
PREV YEAR		982:29	6637.8	Kms run = trips x 2.6		

Ballarat Tramway Museum Incorporated
Financial Statements
Balance Sheet as at 30th June 1996

1995			
\$			
	ACCUMULATED FUNDS		
104738	Balance brought forward 30th June, 1995		108011
3273	Plus Surplus for Year		-
-	Less (Deficit) for Year		(1820)
-----			-----
\$108011	Balance carried forward 30th June, 1996		\$106191
=====			=====

THESE FUNDS ARE REPRESENTED BY:-

Current Assets			
50	Cash on Hand		107
7658	Australia & New Zealand Banking Group Ltd.		8142
22846	A.N.Z. Executors & Trustees		23518
1507	Debtors & Prepayments		3670
11677	Stock on Hand (at lower of cost or sale value)		10888
-----			-----
43738	Working Capital		46325
-----			-----
Plus Non-Current Assets			
42323	Tram Depot & Trackwork (at cost)	42323	
(35590)	Less Provision for Depreciation	37706	4617

3201	Electrical & Overhead Equipment (at cost)	3201	
(3201)	Less Provision for Depreciation	3201	-

4101	Trams (at cost)	4101	
(2823)	Less Provision for Depreciation	3026	1075

4130	Other Equipment (at cost)	4130	
(2666)	Less Provision for Depreciation	3101	1029

200	Motor Vehicles (at cost)	200	
(200)	Less Provision for Depreciation	200	-

68443	Trams Restoration (at cost)	70210	
(17313)	Less Provision for Depreciation	20424	49786

6588	Museum Equipment (at cost)	6588	
(3000)	Less Provision for Depreciation	3309	3279

-----			-----
64193			59786
-----			-----
107931			106111

Plus Investments			
80	Shares (at cost)		80
-----			-----
\$108011			\$106191
=====			=====

Income & Expenditure Account for Year Ended 30th June 1996

1995		
\$		
	Income	
2619	Members Subscriptions	2630
35	Donations Received - General	176
8169	- Museum	5397
(2556)	Surplus (Deficit) Tram Car Operations	(4422)
3580	Surplus (Deficit) Souvenir & Kiosk Operations	3958
1291	Interest Received	1916
982	Bungaree House Rent	490
-	Tram in Melbourne	2348
-----		-----
14120		12493

	Less Expenditure	
116	Advertising	272
203	Bank Charges & Duties	173
3395	Bungaree House Expenses	2220
579	Depreciation	738
943	General Expenses	377
28	Land Rent	28
1510	Printing & Stationery	3725
-	Rates	52
1751	Repairs & Maintenance	1288
315	Subscriptions	310
2007	Telephone & Postage	1943
-	Tram in Melbourne	3187
-----		-----
10847		14313

\$3273	Surplus (Deficit) for Year	(\$1820)
=====		=====

Statement of Cash Flows for the Year Ended 30th June 1996

1995		
\$		
	Cash Flows from Operating Activities	
33292	Revenue from Operations	32130
(22736)	Payments to Suppliers and Employees	(31066)
1291	Interest Received	1916
-----		-----
11847	Net Cash provided by Operating Activities (see Note 2)	2980

	Cash Flows from Investing Activities	
(11064)	Additions to Tram Restoration	(1766)
(2623)	Additions to Museum & Other Equipment	-
-----		-----
(13687)	Net Cash used in other activities	(1766)

(1840)	Net Increase (Decrease) in Cash Held	1214
32394	Cash at beginning of year	30554

\$30554	Cash at end of year	\$31768
=====		=====

Statement of Cash Flows for the Year Ended 30th June 1996 cont.

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:

50	Cash on Hand	107
	Australia & New Zealand Banking Group Ltd.	
2380	- Cheque Account	8142
5278	- Term Deposits	-
22846	A.N.Z. Executors & Trustees V2 Plus	23519
-----		-----
\$30554		\$31768
=====		=====

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

3273	Operating Surplus (Deficit)	(1820)
6061	Depreciation	6174
	Changes in Assets and Liabilities	
690	(Increase) Decrease in Debtors	(2163)
1823	(Increase) Decrease in Stock on Hand	789
-----		-----
\$11847		\$2980
=====		=====

Cash Outflows shown in brackets

Notes to and forming part of the Financial Statements Year Ended 30th June 1996

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.

**Notes to and forming part of the Financial Statements
Year Ended 30th June 1996 cont.**

(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.

**Auditor's Report to the Members of
Ballarat Tramway Museum Incorporated**

Scope

We have audited the financial statements of the Ballarat Tramway Museum Incorporation for the financial year ended 30th June, 1996 as set on pages 11 to 14. 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 present fairly the financial position of the Society at the 30th June, 1996 and the results of its operations for the year then ended in accordance with applicable Accounting Standards and comply with the Constitution of the Society.

**K.L. Paroissien & Associates
Certified Practising Accountants**

**R.G. Paroissien
Partner**

Melbourne, 23rd September, 1996



Our trams are often used to celebrate an occasion, such as a Birthday. This time it is Simon Jenkin's 16th. Seen standing by tram No. 661 on 21 October 1995 is (L to R) Len Millar, Darren Hutchesson, Alastair Reither, Paul Mong, Travis Jeffery, Carolyn Dean, Simon Jenkins, Richard Gilbert, Greg Rodgers, Clayton Giles and Monica Campbell.
Photo John Phillips



Horse Tram No. 1 is pulled along Wendouree Parade by Rusty and Sailor on 1 October 1995.
Photo John Phillips



Assembling No. 40's maximum traction bogie is Alan Snowball, watched by Paul Mong on 12 August 1995.
Photo Warren Doubleday



Peter Winspur quickly turns the trolley pole of tram No. 33, while it reloads with passengers for the Begonia Festival on Monday, 11 March 1996.
Photo William F. Scott