

Ballarat Tramway Museum Inc.

Annual Report

1999 - 2000



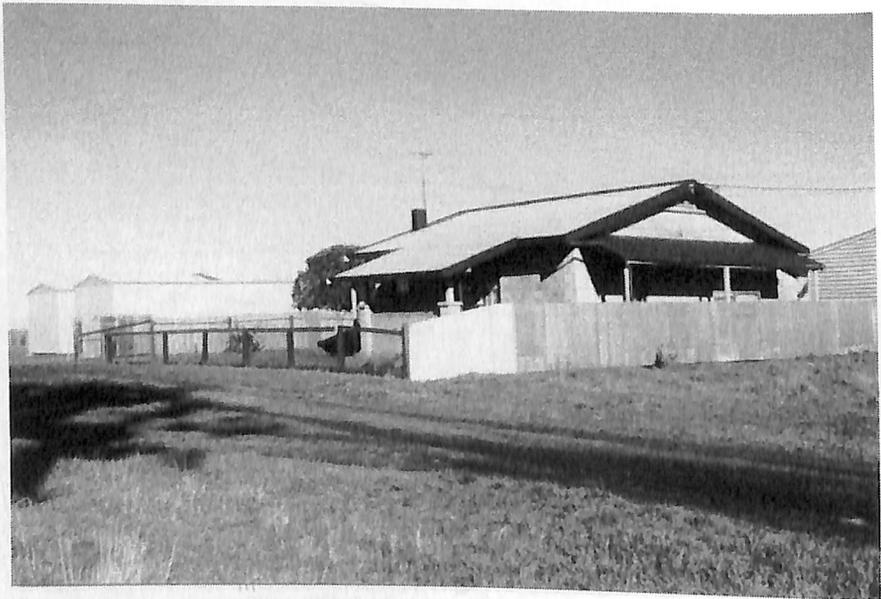
Boxing Day 1999 saw the Museum celebrate 25 years of operation of trams in Wendouree Parade. A special celebratory day was organised, but unusual heavy rain took away any chance of a large public attendance. Trams 40, 671, 13 and 26 meet at Gardens Loop.

Photo Jeremy Bannister, Courier Ballarat

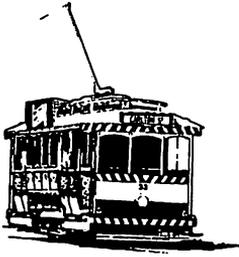
Ballarat Trams are Ballarat History



A task that involved many of the Museum's active workers was building two storage sheds at Bungaree, with work commencing on 25 March 2000. Photo Carolyn Dean.



Bungaree house after repainting and the two completed sheds. Photo Carolyn Dean



Ballarat Tramway Museum Inc.

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Museum Accreditation Program
Accredited Museum

Annual Report 1999 - 2000

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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 Andrew Cox Warren Doubleday Clayton Giles Simon Jenkins (To January 2000) 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 in a safe environment."

The Ballarat Tramway Museum Inc. (Association No: A0031819K)
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1. President's Report

The past year has seen our museum progress in many areas, but overall, we have been looking at being prepared for the forthcoming Conference of the Council of Tramway Museums of Australasia. In 1975 our Society called for and hosted the first of the Conferences that have now become part of the Australasian tramway structure. From the formation of the COTMA organisation that year, and the many successes it has had in bringing a closer understanding and development of the museums, we are looking forward to hosting the Conference on its 25th year.

This event has seen an amount of our own planning being undertaken to improve the presentation of our museum to the visiting delegates.

Work has continued on maintaining and restoring the tramcar fleet. Progress is constantly being made on the reconstruction of former Electric Supply Company tram No 12 and major works have been taken on the maintenance of the running fleet. For the first time we have undertaken a major works program on maintenance of our traction motors, with the 'baking and dipping' of armature coils to improve their insulation and prolong working life. It is interesting to note that this Museum presented a discussion session on 'good housekeeping of traction motors' at the 1994 COTMA Conference held in Bendigo. From that Conference the Bendigo Trust has pursued the development of traction motor maintenance and made contacts in this industry from which we now have been the beneficiaries.

Further, through contacts in the COTMA organisation, we negotiated with the Australian Electric Transport Museum at St Kilda, South Australia, to re-profile a set of

wheels from one of our trams on their wheel lathe. This cooperation between museums, via the COTMA organisation, is most heartening and shows the worth of the museums sharing the resources together. An excellent relationship has been established with the Bendigo Trust which has already led to assistance in the repair of our armatures.

The tramcar maintenance section of our museum is working well, with many good initiatives, and a cohesive team of workers and I really enthuse at the good work from that area.

The Museum was again audited for Rail Safety Accreditation and it was found to be complying fully with the Act.

The Traffic Branch has completed a year in which our staff have turned up every rostered running day to allow this museum to carry the many visitors in the gardens on our trams. The Begonia Festival and now Springfest are our hectic times where an all out effort by our Traffic Staff is required and ably met by them.

Our Charter business has been constant with further development in the 'function tram' bookings, primarily with Lake Lodge Restaurant where we carry party groups on a pre meal function before they continue their night event at the Lodge. We intend to put more resources both of finance and in the building of more fittings in the 2 'W' class trams we use on this service.

The continual development of our archive collection now sees us with a comprehensive and important collection of tramway and social history of Ballarat. Material is made continually made available and it takes a lot of our time to catalogue this. The grant from Australian Museums on Line has greatly assisted our ability to scan photographs, films and slides onto

computer disc and we were absolutely appreciative of being granted this equipment..

During the year we have kept our interest and support in pursuing the City Tramway proposal. Progress is being made on the case for such a project and it has passed through a number of research and investigative stages to a point where serious consideration has to be given to the question of its construction. We are considered quite a source of information on the proposal by the promoters and will continue into the next year supporting the scheme.

Our property at Bungaree has seen much development over the year. After much deliberation at Board Meetings it was agreed to build storage sheds on this land to hold our spares, along with 2 trams, that are classed as long term storage and can be better stored offsite to free up areas of our Tram Depot.

A lot of initiative was shown by John Phillips in investigating the many ways of having sheds constructed at greatly varying costs. Eventually a plan was agreed upon where our members erected the 2 sheds in kit form. This saved the museum a sizeable amount of money and regenerated a spirit of working together in the field of construction.

Something of this amount of effort in working on construction has not been seen for many years and it rekindled a lot of spirit between us. The house is being extended to provide better amenities and at the same time, more accommodation for members staying there. The major part of the project is being handled by John Phillips who is very competent at carpentry, resulting in a great amount of cost saving.

Member Jim Parker has been greatly appreciated for his full time work over the

closing months of the year in the tremendous result of preparing the timbers and painting the exterior of the house. It is a fine result, in the heritage colours of the 1920's, as the passengers on the passing trains have made comments of support when we see them.

In all it has been a most satisfying year, and one in which we have seen much member support and enthusiasm, which is partly driven by our pride in hosting the COTMA 25th Anniversary Conference.

I look forward to reporting on this in the next year.

The Museum is a member of the Central Highlands Historical Society, the Museums Association of Australia and the Council of Tramway Museums of Australasia.

To make this Museum operate requires a lot of dedication from some particular people. I thank the hard working leaders of our Traffic and Maintenance areas; Peter Winspur and Warren Doubleday.

The Board of Management meets each month, sometimes more often, particularly with the Rail Safety Accreditation area and I thank all those Board members for their commitment to our task.

The Secretary, Peter Winspur, Treasurer, Carolyn Dean and Membership and Rail Safety Accreditation Officer, Greg Rodgers aptly lead the Board and those, along with the rest of this very cohesive Board are a pleasure to work with and give great support and great initiative to the Museum.

I also thank all the Tramway Museum Members for their input and the support of the Ballarat City Council and the State Government and their agencies in funding grants for us

Richard Gilbert

2. Secretary's Report

In last year's report I expressed the hope that retirement would give me enough time to catch up on all the work that seems to come the Secretary's way. I continue to live in hope. It has been another busy year. The flow of correspondence never seems to abate. Our web site, which has world wide prominence (type "tramway museum" into your favourite search engine), has led to increased correspondence and some interesting requests. Every week there seems to be another survey to complete or a request for an update of information.

Andrew Cox is now placing every issue of "Fares Please" on our web site and I am about to reconfigure our membership database so that members who chose to can be advised that it is available rather than receiving a copy through the post. One advantage for members is that the photos are in colour.

The advent of the e-mail has led to vastly improved communication between Board members. Documents are readily exchanged and minutes of meetings are now e-mailed to almost all the members saving the Secretary time and expenditure.

The Board met every month during the year and the volume of business covered continued to be very large. At every fourth meeting time is made available for a strategic planing meeting and this has allowed detailed discussions on subjects as varied as our objectives or how we will run a specific event. Since it's inception the Museum has always had a larger than usual committee and this has enabled it to be more inclusive than many similar organisations.

Membership stood at 191 at 30 June 2000, an increase of two. Member G. Upfill passed away during the year and we were advised that a former long time member who lived in Perth, J. W. Kingsbury, had also passed away. He had left the Museum a legacy of \$500.

Rail Safety Accreditation is now always with us and the Safety Committee met as required during the year. The visit of the Department of Infrastructure audit team on 20 November 1999 saw the Museum continue it's accreditation with complete compliance. The Museum continues to carry out it's own regular internal audits to identify any possible problems.

A new Operating Agreement with Council was signed during the year. This replaces the original document of 1974 which had become outdated. The covering letter with our copy conveyed a Resolution of Council which stated:

"That Council congratulate the Ballarat Tramway Museum on its commitment to maintaining the Museum and operating the trams and notes the contribution made to the interest and appeal of the Lake Precinct"

We felt that all our efforts were worthwhile.

The Museum continued to enjoy an excellent working relationship with the officers of Council.

I thank all Board members for their support during the year.

Peter Winspur

3. Museum Services Manager's Report

The 1999-2000 year has seen our archive cataloguing continuing at a similar pace to previous years. Just over 860 individual objects were catalogued, many of these grouped to give a further 315 Registered items in the catalogue. The task of revising records placed on the previous database was completed.

Donations from many sources continued to be received throughout the year, as well as undertaking our own collecting activities. It appears that as soon as the previous donation is catalogued, a further batch arrives, with little of the backlog from past collecting activities of the BTM being caught up on.

Our Web site continues to be maintained excellently by Andrew Cox who has assisted a number of other rail based museums in setting up their web sites. Museum or library professionals often remark on the high quality of our web site.

The Museum acquired a photo scanner (one able to scan 35mm film strips, photos and slides) through a grant from Australian Museums on Line as well as a CD writer/rewriter. This grant has enabled the Museum to scan all its photographs, slides and film strips, so they can be quickly accessed through our database. The planning of exhibitions, or responding to requests for photographs is made so much easier in having this facility.

The archive database complete with images was supplied to AMOL as part of the grant conditions for inclusion on the AMOL web site during May 2000. It is hoped that this will be soon up on the web. I presented a case study on our image database at a State Library of Victoria two-day workshop during March 2000.

Virtually all the photographs in the display area were converted to laminated colour photocopies. This enables the originals to be properly archived.

The Museum remains an active participant in the Museum Accreditation Program. (MAP) I accepted an invitation during early in 2000 join the MAP Committee to assist in the implementation of the program. The museum is also an active member of the local Central Highlands Historical Association.

Warren Doubleday

4. Marketing Report

The year has been one where we have tried to capitalise on many low cost marketing initiatives. With the high cost of one off advertising we experimented with coupon style advertisements offering a free ride or gift to a child accompanied by a fare-paying adult. The response was so poor that it supported the contention that the Museum was wasting it's money.

Stephen Butler managed to obtain the most successful press coverage this year when "The Courier" supported our promotion of the 25th Anniversary celebrations with superb editorial and photo coverage.

Brochures have proved to be an effective means of reaching visitors once they have reached Ballarat. A continuing supply has been ensured by an ongoing arrangement with Peter Davies of "McDonalds" Wendouree. Our new distributor dropped out without notice and Stephen Butler has offered to take over.

Financial support from Len Millar allowed us to print a large number of our descriptive pamphlets which are given to groups of passengers. They have been well received. Previously they had been surreptitiously photocopied at various locations.

It was decided to survey groups of visitors in the Gardens in an attempt to establish what presence the Museum had to those visitors who were not actually riding. The first survey was carried out by Carolyn Dean in June and more will follow.

The recent "Tram Stop" signs have proved successful and one was replicated as a two sided "A" frame. Unlike the "McDonald's" signs this one is vertical.

The Museum continues to be a supporter of the Ballarat Begonia Festival and our exposure was very high during the period of the Festival. We received excellent co-operation from the officers of the Festival.

An orientation session was held in May for over twenty volunteers from the Ballarat Visitor Information Centre. It was a great success and gave them a much better idea of what the Museum is all about. The Centre is run by Ballarat Tourism, a city council body.

The Museum participated in the "Visitors Pass" project of Ballarat Tourism and Stephen Butler attends functions where possible. The Museum is also a member of the Ballarat Tourist Association and the Lake Wendouree and Gardens Tourist Operators Group.

Sales revenue improved markedly during the year. Our fridge magnets are of a very high standard and are selling well. A new teaspoon featuring Tram No 33 was developed. Sales of our badges continued steadily and other museums continue to stock them. The Museum continues to stock a variety of books and postcards. The intention to develop a greater range of souvenirs was not achieved during the year.

Peter Winspur

5. Technical Services Manager's Report

This year has seen an improvement in the outcomes achieved, though we lost some valuable workers to the Bendigo Trust, where they became full time employees. The achievements were primarily the construction of the two storage sheds at Bungaree, the completion of the mechanical overhaul of 28 and the commencement of repair to the motors and associated work for tram No. 33.

The acquisition of ex MMTB scrubber No. 8, in September saw a lot of initial work early in the financial year to accommodate the tram in the depot building. Not a lot work has been done on the car so far due to the pressure to complete No. 28's mechanical overhaul, return 33 to service and to keep the rest of the fleet in running order.

The programme of baking and dipping motors as part of tramcar maintenance has gathered pace, with the second motor of 28 being done and arrangements made for 33's armatures (one ex 32) to have a similar treatment. The baking and dipping of 33's armatures was arranged through the Bendigo Trust.

The construction of the two storage sheds at Bungaree saw a good effort in cost saving, in particular by John Phillips in arranging the purchase of the buildings and the supervision of the project.

Before reviewing the work undertaken on the trams, I formally wish to thank all those museum workers who have assisted throughout the year in maintaining the fleet of trams, the depot and in the new projects undertaken by the Museum.

Tramcar Conservation

Tram 12 – work continues slowly on the conservation of this tramcar. Work has been concentrated on the roof of the tram, where each individual piece is being reworked.

Trams 1, 13, 14, 18, 26, 27, 40, 661 and 671 – generally in service and receiving attention on a scheduled basis and repairs being undertaken on an as-needs basis. The general availability of the fleet remains high. The fitting of external lights to trams 661 and 671 to improve their visibility at night was completed.

Tram 38 – remains withdrawn from active service.

Tram 33 – work to repair the motors was commenced in earnest in Feb. 2000 with over half of the coils inside the motors being rewrapped and insulated. By the time the work is completed, the museum will have undertaken the most extensive overhaul of motors so far largely by ourselves. The only external work will be the armature work.

Tram 28 – The truck was reassembled following extensive work on the axle boxes, wheel turning by the AETM, installation of new bearings and other truck repair work such as the brake hangers. Work on the body has continued with the roof repairs being completed, the tram bodywork being prepared for painting, the drop end saloon seats being stripped down and other tasks being completed.

Scrubber Tram 8 – work on the return to service on this new acquisition has been held pending other work. However some preliminary work has been undertaken, including the rebuilding of the trolley pole base.

Trams 11, 21 and 32 - in storage.

Warren Doubleday

6. Traffic Manager's Report

The past year saw a slight improvement in the total number of passengers who travelled. The regular day to day patronage remains very flat however, and the increase was seen in Begonia and Charter numbers. The number of visitors to the Gardens appears to have declined in recent years and with it our "on spec" riders who see the tram and decide to go for a ride.

Charters were the real growth area for the Museum and we are seeing this as an area of great potential. In March and April there were two of over 280 passengers each. A number of function charters in conjunction with "Lake Lodge Pavilion" were run and more are booked. The growth in numbers is illustrated below:

Charter Patronage	
1995/1996	375
1996/1997	261
1997/1998	866
1998/1999	953
1999/2000	1559

The Begonia Festival was a great success with our patronage up on every day except Labour Day when a strong north wind and dusty conditions sent everyone

home early. Ballarat still cannot come to accept a total road closure for a festival as would be found in so many other cities, but an excellent traffic management scheme is now in place and traffic problems were minimal. The following table illustrates the effect of our decision to offer cheap short trip fares in conjunction with the road closure:

Begonia Festival	
Year	Patronage
1992	1614
1993	3580
1994	4853
1995	5357
1996	5828
1997	5691
1998	6180
1999	3909
2000	4406

Short trip tickets

Road re-opens

A record was broken during the year on Sunday 5 September 1999 when a power isolation for maintenance by our supplier "Powercor" continued until 4.00pm. Heavy rain and a lack of visitors in the Gardens led to the decision not to run out. This was the first Sunday that the tramway had not run since the beginning of operations in 1974.

The highlight of the year was our celebration of twenty five years of operation on Boxing Day 1999. A free day and sausage sizzle was arranged for the public and a barbecue and film night for the members. Despite a very wet day, it was a great success. 262 people rode the regular trams and a charter was also squeezed in. After dark Tram No 38 made it's only appearance for the year on a member's special evoking the past.

Staff training continued through the year and three new drivers qualified (Mark McKay, Robert Paroissien and Simon Jenkins). Unfortunately, the burden of operating 198 days fell on a minority as usual. Several of these are over sixty and I can only admire their dedication. I have a suspicion that they enjoy more than a little their days in Wendouree Parade.

Rail Safety Accreditation required the Museum to impose minimum medical standards on our drivers and the Traffic Manager now has an additional task of ensuring that certificates are up to date and that all motormen have current car drivers' licences. Unfortunately one driver and one potential driver were unable to continue due to minimum eyesight requirements.

Training procedures were altered to a competency based system and an Officer in Charge training course was developed. Three driver trainers were officially appointed (Richard Gilbert, Stephen Butler and myself). Greg Rodgers continued to provide us with his professional expertise and is an excellent Examining Officer.

Traffic Rosters are now e-mailed to about half the traffic staff saving time and expense.

Mid week running was again undertaken during the daylight saving period. Frank Puls gave up his Wednesdays for us and the results were more encouraging than the previous year.

Begonia Festival was "all hands on deck" as usual and our staff all worked very hard to make it a success. The barbecue and slide night at the Clowes' residence and the dinner at Bungaree during the long weekend helped turn three day's hard work into a more enjoyable experience.

I thank all our traffic staff for their assistance throughout the year. Without you the museum would just be a collection of old trams in a tin shed. Our roster clerk always manages to find someone to cover the day, even if it is himself.

My thanks also to Dave Macartney for ensuring that there is always a clean tram, usually stacked with signs ready to go. When his is not doing this or arranging charter crews at a moment's notice, he sometimes finds time to actually work on the trams themselves.

Peter Winspur

1999/2000 OPERATING STATISTICS

	DAYS RUN	KILOMETRES RUN	PASSENGERS CARRIED	AV PASS PER KM	AV KM PER DAY	AV PASS PER DAY
JULY	17	494.0	739	1.50	29.06	43.5
AUGUST	9	299.0	275	0.92	33.22	30.6
SEPTEMBER	16	486.2	757	1.56	30.39	47.3
OCTOBER	16	442.0	775	1.75	27.63	48.4
NOVEMBER	15	468.0	957	2.04	31.20	63.8
DECEMBER	17	616.2	915	1.48	36.25	53.8
JANUARY	29	967.2	1771	1.83	33.35	61.1
FEBRUARY	12	384.8	618	1.61	32.07	51.5
MARCH	20	1237.6	5130	4.15	61.88	256.5
APRIL	23	738.4	1869	2.53	32.10	81.3
MAY	10	325.0	371	1.14	32.50	37.1
JUNE	14	358.8	374	1.04	25.63	26.7
TOTAL	198	6817.2	14551	2.13	34.43	73.5
OVERALL	4408	183773.2	485336	2.64	41.69	110.1
Previous Year	195	6653.4	14265	2.14	34.12	73.2

Note Overall Kilometre total excludes Km run in Melbourne

1999/2000 TRAMCAR STATISTICS

CAR	1999 - 2000 TOTALS			PROGRESSIVE TOTALS		
	DAYS RUN	HOURS RUN	KILOMETRES RUN	DAYS RUN	HOURS RUN	KM RUN
1	0	0:00	0.0	2	4:27	15.6
13	40	178:54	1118.0	248	1241:29	8049.6
14	65	280:54	1736.8	1085	5173:58	37200.8
18	60	234:30	1440.4	587	2824:07	18881.2
26	16	56:33	426.4	479	2221:35	19125.6
27	18	76:48	460.2	1173	5264:53	38428.0
28	0	0:00	0.0	410	1823:42	12568.4
33	0	0:00	0.0	834	3745:23	25950.6
38	1	1:00	7.8	220	608:50	4188.6
40	21	96:53	665.6	335	1347:30	10475.4
661	18	55:09	353.6	235	669:16	4253.6
671	28	91:58	608.4	235	724:42	4635.8
TOTALS		1072:39	6817.2		25649:52	183773.2
Previous Year		1015:55	6653.4			

Kilometres run are calculated by the number of trips multiplied by 28

BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

Balance Sheet as at 30th June, 2000

1999	\$			
		CURRENT ASSETS		
44		Cash on Hand		22
4,543		Commonwealth Bank of Australia		6,531
20,000		Commonwealth Financial Services		16,000
630		Debtors & Prepayments		707
9,514		Stock on Hand (at lower of cost or sale value)		<u>9,852</u>
<u>34,731</u>		Total Current Assets		33,112
		NON CURRENT ASSETS		
80		Shares (at cost)		80
20,125		Land & Buildings (at cost)		20,125
44,233		Tram Depot & Trackwork (at cost)	44,233	
(42,234)		Less Provision for Depreciation	<u>42,766</u>	1,467
3,201		Electrical & Overhead Equipment (at cost)	3,201	
(3,201)		Less Provision for Depreciation	<u>3,201</u>	0
4,101		Trams (at cost)	4,101	
(3,514)		Less Provision for Depreciation	<u>3,654</u>	447
4,497		Other Equipment (at cost)	4,497	
(3,937)		Less Provision for Depreciation	<u>4,086</u>	411
200		Motor Vehicle (at cost)	200	
(200)		Less Provision for Depreciation	<u>200</u>	0
78,551		Trams Restoration (at cost)	83,567	
(30,736)		Less Provision for Depreciation	<u>34,913</u>	48,654
13,500		Museum Equipment (at cost)	23,329	
(5,779)		Less Provision for Depreciation	<u>7,630</u>	15,699
<u>78,887</u>		Total Non Current Assets		<u>86,883</u>
<u>\$113,618</u>		TOTAL ASSETS		<u>\$119,995</u>
		CURRENT LIABILITIES		
-		Income Received in Advance		<u>500</u>
-		Total Current Liabilities		<u>500</u>
-		TOTAL LIABILITIES		<u>500</u>
<u>\$113,618</u>		NET ASSETS		<u>\$119,495</u>
		ACCUMULATED FUNDS		
<u>\$113,618</u>		Accumulated Funds as at 30th June, 2000		<u>\$119,495</u>

BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

Statement of Income and Expenditure for Year Ended 30th June, 2000

1999		
\$	INCOME	
2,647	Membership Subscriptions	2,585
130	Donations Received - General	58
6,639	- Museum	9,307
1,731	Surplus (Deficit) Souvenir & Kiosk Operations	2,999
17,489	Fares	19,042
410	Advertising	610
450	Bungaree House Rent	221
14,000	Grants Received	1,600
735	Interest Received	676
<u>44,231</u>	Total Income	<u>37,098</u>
	LESS EXPENDITURE	
3,194	Advertising	1,764
206	Bank Charges & Duties	249
1,198	Bungaree House Expenses	2,133
6,073	Depreciation	6,849
1,291	Electricity	1,371
725	General Expenses	648
3,208	Insurance	3,043
140	Land Rent	140
129	Motor Vehicle Expenses	129
757	Printing & Stationery	610
212	Rates	118
22,867	Repairs & Maintenance	11,727
325	Subscriptions	375
2,387	Telephone & Postage	2,065
<u>42,712</u>	Total Expenditure	<u>31,221</u>
\$1,519	SURPLUS FOR YEAR	<u>\$5,877</u>
112,099	Accumulated Funds as at 30th June, 1999	113,618
<u>\$113,618</u>	Accumulated Funds as at 30th June, 2000	<u>\$119,495</u>

BALLARAT TRAMWAY MUSEUM INCORPORATED
 Association No. A0031819K
Statement of Cash Flows for Year Ended 30th June, 2000

1999		
\$	Cash Flows from Operating Activities	
33,012	Revenue from Operations	39,982
(38,650)	Payments to Suppliers and Employees	(27,847)
<u>735</u>	Interest Received	<u>676</u>
(4,903)	Net Cash provided by Operating Activities	12,811
	(see Note 2)	
	Cash Flows from Investing Activities	
(3,379)	Additions to Tram Restoration	(5,016)
<u>(3,710)</u>	Additions to Museum & Other Equipment	<u>(9,829)</u>
(7,089)	Net Cash used in other activities	(14,845)
<u>(11,992)</u>	Net Increase (Decrease) in Cash Held	<u>(2,034)</u>
36,579	Cash at beginning of year	24,587
<u><u>\$24,587</u></u>	Cash at end of year	<u><u>\$22,553</u></u>

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:

44	Cash on Hand	22
4,543	Commonwealth Bank of Australia	6,531
<u>20,000</u>	Commonwealth Financial Services	<u>16,000</u>
<u><u>\$24,587</u></u>		<u><u>\$22,553</u></u>

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

1,519	Operating Surplus	5,877
6,073	Depreciation	6,849
	Changes in Assets and Liabilities	
(57)	(Increase) Decrease in Debtors	(77)
1,562	(Increase) Decrease in Stock on Hand	(338)
(14,000)	Increase (Decrease) in Grants Received in Advance	-
-	Increase (Decrease) in Income Received in Advance	500
<u><u>(\$4,903)</u></u>		<u><u>\$12,811</u></u>

Cash Outflows shown in brackets

BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

Notes to and Forming Part of the Financial Statements Year Ended 30th June, 2000

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.

2. Depreciation

Depreciation is provided on a straight line basis on all tangible fixed assets, other than freehold land, at rates calculated to allocate their cost or valuation less estimated residual value, against revenue over their estimated useful lives.

Where it has been impossible to determine the cost of an asset, the Directors' valuation has been used as the basis for calculating depreciation.

Major depreciation periods are:-

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.

2. Income Tax

The Museum is exempt from Income Tax under Section 50.45 of the Income Tax Assessment Act 1997.

4. Inventories

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

BALLARAT TRAMWAY MUSEUM INCORPORATED
Association No. A0031819K
Statement by the Committee
Year Ended 30th June, 2000

(1) In the opinion of the committee of Ballarat Tramway Museum Inc.

(a) the financial statements and notes, set out on pages 13 to 16 are in accordance with the Incorporated Association's Law, including:

i. giving a true and fair view of the financial position of the association as at 30th June, 2000 and of its performance, as represented by the results of its operations and its cash flows for the year ended on that date; and

ii. complying with the Accounting Standards and the Constitution of the Association;

(b) there are reasonable grounds to believe that the Association will be able to pay its debts as and when they fall due and payable.

In accordance with a resolution of the committee dated at Ballarat in the State of Victoria this 5th day of September, 2000.

R. Gilbert
President

C. Dean
Treasurer

**INDEPENDENT AUDIT REPORT
TO THE MEMBERS OF
BALLARAT TRAMWAY MUSEUM INCORPORATED
Association No. A0031819K**

Scope

We have audited the financial report of the Ballarat Tramway Museum Incorporated for the year ended 30th June, 2000 as set on pages 13 to 16. The Committee is responsible for the financial report. We have conducted an independent audit of the financial report in order to express an opinion to the members.

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

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

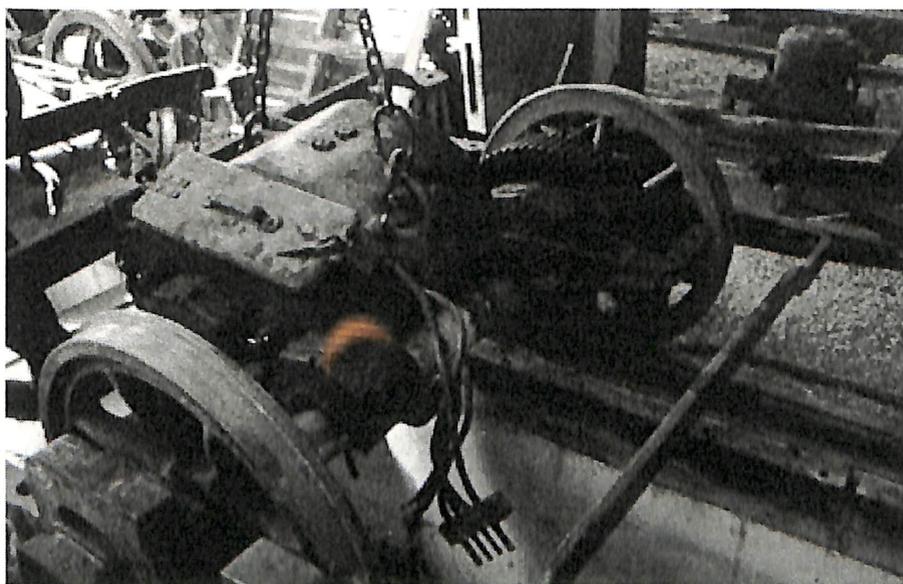
Audit Opinion

In our opinion, the financial report presents fairly in accordance with applicable Accounting Standards and other mandatory professional reporting requirements the financial position of Ballarat Tramway Museum Incorporated, as at 30th June, 2000 and the results of its operations and its cash flows for the year then ended.

K.L. Paroissien & Associates
Certified Practising Accountants

R.G. Paroissien
Partner

Hawthorn, 5th September, 2000



A major workshop task completed during the year was the overhaul of the truck to tram 28. Motor installation was undertaken on 20 February 2000.

Photo Warren Doubleday



On 10 September 1999, the Museum took delivery of ex MMTB Scrubber No. 8. Left to right is Paul Mong, Mark McKay, Alastair Reither, Stephen Butler, Carolyn Dean, John Phillips, Simon Jenkins, Warren Doubleday and Alan Snowball.

Photo Clayton Giles



Ballarat 28 waits for its next trip to the Gardens via Sturt St West during the early 1960's when Sturt St. was a relaxed place to shop and take time to rest on the median strip seats. Photo W. Jack Collection.



Ballarat trams 43 and 27 at the intersection of Lydiard St. North and Mair St. on 13 July 1962. Photo Wal Jack.