

Ballarat Tramway Museum Inc.

Annual Report

2000 - 2001



In this International Year of Volunteers, we take the opportunity to record through photographs our volunteers in the Ballarat Tramway Museum and other COTMA Museums.



The 25th Anniversary Conference of the Council of Tramway Museums of Australasia (CTOMA) was held in Ballarat in mid November 2000. A group photograph of delegates, virtually all volunteers, was the order of the day on Saturday November 18 2000.

Photo Simon Jenkins

Ballarat Trams are Ballarat History



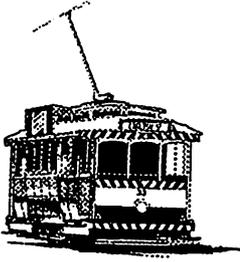
On 16 Feb. 2001, the Museum moved trams 32 and 11 into the Bungaree off site storage sheds. Our volunteers for the day were (left to right) Jim Parker, Cole Weith, Harry Teunissen, Lewis Nyman, John Phillips, Austin Brehaut, Kevin Taig, Sam Boon, Peter Winspur, Daniel Edwards, Warren Doubleday, Stephen Butler, Alexander Cox and Andrew Cox.

Photo Carolyn Dean.

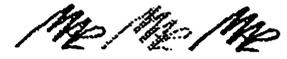


On 17 March 2001, Scrubber No. 8 made its first visit to St Aidans Drive. Photographed (left to right) are Neil Lardner, Sam Boon, Alastair Reither, Dave Macartney, Daniel Edwards and Paul Mong.

Photo Warren Doubleday



Ballarat Tramway Museum Inc.



Museum Accreditation Program
Accredited Museum

Annual Report 2000 - 2001

Contents

1.	President's Report	4
2.	Secretary's Report	5
3.	Museum Services Manager's Report	7
4.	Marketing Report	8
5.	Technical Services Manager's Report	9
6.	Traffic Manager's Report	10
7.	2000 - 2001 Operating Statistics	12
8.	Financial Statement and Statutory Reports	13 - 18

The Board

President	Richard Gilbert
Vice Presidents	Stephen Butler
	John Phillips
Secretary	Peter Winspur
Treasurer	Carolyn Dean
Board Members	Andrew Cox
	Warren Doubleday
	Clayton Giles
	Simon Green
	Alastair Reither
	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)
 P.O. Box 632 Ballarat Vic 3353. Tel/Fax (03)5334 1580
 Email: btm@netconnect.com.au Web: <http://www.btm.org.au>

1. President's Report

The past year has been one of achievement, great excitement and much to celebrate. In all it has been a year of many varied celebrations.

The Museum was pleased to host the 25th year Conference of The Council of Tramway Museums of Australasia in November 2000. In 1975 the Ballarat Tramway Preservation Society hosted the inaugural Conference at Ballarat and it was appropriate it was our turn to host the conference to celebrate the 25th year.

Another celebration was that of the 150th year events covering the discovery of gold in Victoria. Great initiative was shown by Len Millar and Darren Hutchesson in the formation of a plan for our Museum to lease Bendigo tram No.18 and have it repainted in a gold colour scheme similar to that of 1950, when the SEC painted a tram in both Ballarat and Bendigo celebrating 100 years of the same event. The delivery to Ballarat and subsequent operation of the tram has been a great success.

We celebrated conveying our 500,000th passenger with an appropriate gift to the lucky passenger.

The year 2001 sees us enter our 30th year of this museum and 30 years since the Ballarat Tramway system closed and appropriate events are planned to acknowledge this.

In moving forward with developments at the Museum, Scrubber Tram No.8 was brought into service and has proved invaluable in cleaning our tracks.

Our members house at Bungaree has had major works undertaken to improve its quality and our Operating Staff have benefited from the promotion of some new tram drivers.

Some trackwork maintenance was undertaken in Wendouree Parade, to rectify some failing track joints and this project is ongoing.

The Begonia Festival and Springfest add substantial revenue to our yearly income and the assistance from all those members who put in over these periods is greatly appreciated.

We have contributed to the ongoing research into the development of a city tramway and entertained visitors from overseas, and in particular, a visit from members of the Orange Empire Trolley Museum in California.

The high quality of our Internet site continues to impress those who log onto it and it brings us benefits from enquiries to actual charter bookings.

I am pleased to be in a position to say that the outcomes from our rail safety audits are quite positive and little, if any, non conformance's are detected. This in a big way is due to the well managed Safety & Incident Management Committee, chaired by Greg Rodgers.

During the year the memorial seat and plaque dedicated to the memory of George and Noelene Netherway, was unveiled and we also suffered the passing of a valuable member, Travis Jeffery.

The efforts of our Branch Managers is acknowledged and appreciated. Peter Winspur and Warren Doubleday in particular carry out their tasks ably assisted by all the 'helpers'.

My appreciation is expressed to all those who do contribute and put in to keep this museum operating.

2. Secretary's Report

Despite the great enjoyment of the COTMA Conference, the launch and operation of the Gold Tram and the pleasure gained from the continued operation of the Museum, the year proved particularly difficult for the Board.

The changes to the tax system on 1 July 2000 which included the implementation of a goods and services tax required much discussion as to the manner in which the changes should be dealt with. The COTMA Conference meant that income for the year would be over the \$50,000 limit and therefore required the Museum to charge GST for the 2000/2001 year. It was also recognised that if a business does not charge GST it cannot claim GST rebates on the goods and services it purchases.

After much discussion and examination of our expenditure it was agreed that the Museum should continue to charge GST in the 2001/2002 year. Not for profit organisations are not required to charge GST on services for which the income received is less than 75% of the cost of providing the service (e.g. the service is supported by donations or sponsorship). It was decided that in the case of the

We have covered a lot of ground this past year in going forward, and some goals have been set for the forthcoming year to increase our business and keep up with the maintenance. It is a challenge we will take on with much zeal and commitment.

Richard Gilbert

BTM this would be very marginal in regard to fares as they usually provide more than 75% of the costs of operating the Museum.

Fares had been increased in November 1998 after a long period and the Museum immediately saw a considerable reduction in the number of people travelling. It was felt that to increase fares by 10% in July 2000 could be counter productive and so it was decided to absorb the cost in the hope that there would be sufficient increase in patronage to be revenue neutral. Although there was an increase it was insufficient to maintain revenue. Similarly, GST must be charged on memberships. The rate was increased by less than 10% as many members already round up their contribution as a donation and the Museum has always believed that subscriptions should cover servicing of the membership and not the operation of the Museum.

The result of the tax changes is that the accounts for 2000/2001 cannot be compared with those for 1999/2000 without taking into account the impact of the GST and the decisions made by the Board in relation to it.

The actual implementation has meant a difficult year for the Treasurer with much more complicated book keeping and the need to submit quarterly BAS statements to the tax office. Our Auditor has proved invaluable in addressing all the detailed questions which have arisen.

With the implication from the HIH Insurance collapse that insurance rates have been artificially low, the next few years could see the Museum's need for a greatly increased revenue to cover operating expenses.

While the Treasurer was pouring over the accounts, the Safety and Incident Management Committee was pouring over the Museum's Safety System. One of the realities of our times is that the old "she'll be right" way of doing things based on experience and common sense has been replaced by the need to have written procedures, risk assessments and frequent audits. The annual external audit by the Department of Infrastructure (Safety & Technical Services Branch) identified an incorrectly named document in the core documentation. This led to an examination by us of this documentation and a start on version two of almost all our documentation. Hours of our time are involved.

The Museum was one of the first museums in Victoria to be accredited under the Museums Accreditation Program and there is also a requirement to submit to periodical audits. Our first is due soon and Warren Doubleday has begun the task of reviewing our documentation.

The Board has continued to meet regularly. Strategic Planning Committee

meetings have seen detailed discussions on policy and objectives. Meetings have continued to be conducted in an atmosphere of harmony.

The Secretary's task is still unending although the form of communication is rapidly changing as the impact of the Internet becomes greater. Not only are minutes and reports continuing to be circulated to the majority of Board members by e-mail, but the amount of mail received through the post has decreased significantly. Many matters are now dealt with by e-mail rather than letter.

Greg Rodgers, our Membership Officer, continued to hassle our members for their subscriptions and also fold, envelope and post "Fares Please". Membership stood at 189 at 30th June, two less than the previous year. Eleven people joined during the year. Some of our early members are no longer quite as young as they used to be and a loss of a few each year is to be expected. The loss of Travis Jeffery who was only in his fifties was particularly sad.

After 20 years of service, Alan Bradley decided to retire from the Board. He remains the Museum's historian. Thank you Alan for all your support.

I thank all Board members for their support. Dave Macartney also deserves thanks for continuing to process all the mail which passes through the post office box. This year there were 790 items and we have had just over 10,000 since the current system was established in October 1986.

Peter Winspur

3. Museum Services Manager's Report

The major change to our exhibitions this year, was the temporary exhibition of the Gold Tram – Bendigo 18, painted in the same style as that of SEC Ballarat No. 23 in 1951, to celebrate the 150 years of the discovery of gold in Ballarat. The tram was formally launched by the Mayor of Ballarat, Cr David Vendy, on June 14 2001. The Premier, Steve Bracks, drove the tram as part of his visit to launch the Begonia Festival on 2 March 2001

The task of cataloguing our ever-growing archival collection continued throughout the year. Some 438 individual objects were catalogued, some grouped to give a further 328 Registered items in the catalogue. The backlog is caught up occasionally, just before another batch of items arrive. The major donation to the Museum this year was just over 100 items from the family of the former SEC Tramways Superintendent Mr. Les Denmead. There were many photographs and other memorabilia in the donation.

For the COTMA conference, two presentations drawing on both the Museum's collection and others were prepared. These were *Ballarat Past and Present*, a collection of images of locations in Ballarat with trams, compared to the same locations in April 2000. The other presentation looked at *25 years of COTMA*. A workshop on the Museum's cataloguing system was also presented during the Conference.

Australian Museums On Line (AMOL) placed the Museum's collection (up to about May 2000) on their web site, www.amol.org.au during late 2000. The growing web has seen a number of requests for detailed information being received.

Andrew Cox continues to maintain the Museum's Web site. During the COTMA conference, a daily update with photographs was made available on this web site.

Input to the Department of Infrastructures Tramway Heritage Study was provided. A small temporary exhibition was provided in the depot display area - *Federation and Ballarat Tramways*.

The Museum is an active member of the Central Highlands Historical Association. My membership of the Museums Accreditation Program committee has been most rewarding in giving insight to other museums, addressing industry problems and promoting our Museum.

Warren Doubleday

4. Marketing Report

The Museum has continued to pursue every opportunity available to promote itself through free listings, editorial comment and feature articles in local papers. Over time the Museum has established the view that the bulk of our market, with the exception of tour groups, is brought to Ballarat and the gardens for other reasons and that our marketing should be locally targeted. An experiment with a cut out coupon in one of the regional tourist publications supported this when there was almost zero response. It was repeated in the local paper in a school holiday supplement with a similar result. A major effort is made to keep up a supply of brochures to tourist establishments in the Ballarat area as these are seen as essential in promoting the Museum.

The tour group market is still largely untapped and this awaits someone with time to devote to developing and then pursuing and probably managing the business.

Our Web site continues to have an amazing number of "hits" and is a major tool in our publicity. Andrew Cox has created a superb number of links to other sites and these lead many people to us.

"Fares Please" continues to be one of our publicity tools as it is distributed beyond the membership. Warren Doubleday still devotes many hours each year to its production. This year a colour edition was produced to celebrate the arrival of the Gold Tram and the visit by the Premier. It was very well received.

Colour printing is very expensive but it is intended to produce further colour issues from time to time.

The Museum has ensured that it remains involved in the consultation process of the feasibility study for the City Tramway project. Although the Museum does not envisage itself running a City Tramway, it believes it must still have a major role.

Souvenir sales proved to be rather disappointing. The metal badge market has almost dried up and the cost of our imported "Gomm" badges has become almost prohibitive. On tram sales remain weak. A project for the following year will be to encourage crews to promote our range of souvenirs.

The Gold Tram proved to be our most spectacular marketing initiative for the year. It has provoked much positive comment and interest. The idea to celebrate 150 years of gold as the SEC had done for 100 years of gold had been with us for some time, but it took Len Millar to develop and pursue the project to its conclusion. It would also not have been possible without the assistance of the Country Victoria Tourism Council and sponsorship from Sovereign Hill.

Peter Winspur

5. Technical Services Manager's Report

The year in review saw our workforce undertake a variety of jobs. The major achievements were completion of the off site sheds at Bungaree, moving two trams into these sheds, return of tram 33 to service, commissioning of scrubber tram No. 8 and commencement of the overhaul of tram 27. The business of the commissioning and the settling in of the Gold Tram (Bendigo 18, Ballarat 45) has seen a lot of our time involved in this rewarding temporary exhibit project.

When the Gold Tram exhibition project was considered, the relocation of trams 11 and 32 became a priority. The track work to receive the trams at Bungaree was undertaken during early December and the trams moved in early February. More work is yet to be done at Bungaree, in order to store ESCo No. 21 some time during early 2002. John Phillips, in association with Carolyn Dean, has been rebuilding parts of Bungaree house to provide improved facilities at the Museum owned property and the repainting of the house was also undertaken.

The COTMA conference involved some input from the Depot staff, primarily in readying the depot for the events that were to be held there and then cleaning up afterwards.

The work on tram 33 was completed in time for its return to service on the 80th anniversary of it entering service in Melbourne, 9 September 2000. This involved a lot of work to the motors. During the Begonia Festival, the tram misbehaved a bit and was taken out of

service for a full checkup, just in case. It has since been returned to service, but is under observation for a while.

The commissioning of Scrubber No. 8 was undertaken during the year. Some minor work remains to be completed, primarily the lighting circuits. The tram has many functional systems and each was commissioned in step and formally recorded. The installation of the K36 controller in No. 2 end was completed in time for demonstration during the COTMA conference. It was first tested in Wendouree Parade on 17 March 2001. Since then four operators have been trained to use the tram and it has been earning its keep in keeping the rails clean – a much-needed task.

During the later part of the financial year, just over 40 sleepers were installed in the access track. The repair of three broken joints in Wendouree Parade was also undertaken during early 2001.

Tramcar Conservation

Tram 12 – the reconstruction of the roof of this tramcar continues. It is a slow painstaking job, with each separate piece being treated.

Trams 1, 13, 14, 18, 26, 40, 661 and 671 – in service and receiving attention on a scheduled basis. Minor repairs have been undertaken on an as-needs basis.

Tram 38 – remains withdrawn from active service.

Tram 27 – withdrawn from service during late 2000, lifted and truck dismantled. Wheels readied to go to Adelaide early July 2001 for turning. The truck requires a lot of repair work.

Tram 28 – repainting continuing. This project has been slowed by the need to keep the operational fleet working and our work on other jobs that have been given priority. It is planned to have it completed during the forthcoming financial year.

6. Traffic Manager's Report

My dream of 20,000 passengers remains just that, but at least the Museum appears to be recovering from the trough of 1998/99. The optimistic forecast of last year regarding the growth in passengers carried in charters was dashed as the actual number dropped substantially. The previous year had seen 570 people carried on two of the charters and this did not occur this year. The drop was well compensated by an increase of nearly 1300 passengers on our regular trams.

Begonia Festival was very hectic as usual and our small but always enthusiastic staff rose to the task again. Patronage was slightly higher than in 2000. On Sunday 11 March 1338 people were carried, the highest number on a single day for three years. The tramway continues to have a very high profile during the Festival. Changed arrangements by the Begonia Festival for the attractions and stalls assisted us to run more smoothly. We continued to work

Scrubber Tram 8 – returned to service, although with some work yet to be completed.

Trams 11, 21 and 32 - in storage.

On behalf of the Board, I would like to thank all those who assisted the Museum in maintaining the infrastructure, the tram fleet and enhancing the status of the Museum itself.

Warren Doubleday

closely with Ron Egeberg and Ian Rossiter, the Council officers who are charged with running the Festival.

Our attempt to broaden the Ballarat Winter Festival in July 2000 with an innovative event "Trams at Night" attracted a very poor response although those who attended thoroughly enjoyed themselves.

With concerns about communications in the event of an emergency, particularly when the depot is unattended, a mobile phone was provided for the tram driver.

The Scrubber Tram was commissioned in time for the "leaf season" and has proved invaluable. A regular roster has been established to keep the tracks clean.

To bring the Museum into line with the present conditions in Melbourne, it was decided to reduce the minimum driving age for tram drivers to eighteen years. A risk assessment was carried out and the Safety & Technical Services Branch of

the Department of Infrastructure was advised of the "material change" to our operation.

Two Conductors commenced their driver training. Alastair Reither is the youngest person we have ever trained and Roger Salen one of the oldest. Both proved to be excellent and should be qualified by the time this report is available.

On Sunday 10 June 2001 another milestone was reached when the tramway carried its 500,000th passenger. It had taken 26 years and six months. An appropriate celebration was arranged.

The highlight of the year was the delivery, commissioning and operation of Bendigo tram No 18. With our stretched resources, the project was the brainchild of Len Millar as a way of celebrating the 150th anniversary of the discovery of gold in Ballarat and Victoria. Numbered 45 in Ballarat (Its original number), the tram arrived on 1 March 2001 and was driven by Premier Steve Bracks to the launch of the Begonia Festival the following day. It was pressed into service for the Festival and had already run on 31 days and 977 kilometres by the end of the year. It is intended to run the tram as frequently as possible for the next two years, Response from the public and our crews has been excellent.

The traffic staff continued to volunteer to cover all the shifts for 193 days and on average each driver drove 300 kilometres! Of course some drove far further.

Dave and Jacqui continued to clean the trams and young Daniel became the expert sign mover. Gavin continued to

produce the roster, keep track of the sales, count the takings and turn up weekend after weekend to ensure that the trams ran. Sam, not yet fourteen, was an invaluable assistant in so many tasks and will soon take over from Alastair as the person to ask if you need to know something.

In the International Year of Volunteers our volunteers can all be proud of their continued achievement in maintaining and operating an important part of Ballarat's history.

Peter Winspur

ADULT - CHILD RATIO

Year	Adult	Child
1975	46%	54%
1976	45%	55%
1977	45%	55%
1978	48%	52%
1979	50%	50%
1980	51%	49%
1981	50%	50%
1982	50%	50%
1983	49%	51%
1984	53%	47%
1985	53%	47%
1986	52%	48%
1987	52%	48%
1988	50%	50%
1989	52%	48%
1990	53%	47%
1991	53%	47%
1992	55%	45%
1993	58%	42%
1994	61%	39%
1995	61%	39%
1996	59%	41%
1997	61%	39%
1998	63%	37%
1999	60%	40%
2000	59%	41%
2001	54%	46%
Average	53%	47%

The table illustrates the attraction of the Museum to adults. It does not include passengers carried on prearranged charters.

2000/2001 OPERATING STATISTICS

	DAYS RUN	KILOMETRES RUN	PASSENGERS CARRIED	AV PASS PER KM	AV KM PER DAY	AV PASS PER DAY
JULY	17	481.0	511	1.06	28.29	30.1
AUGUST	8	262.6	337	1.28	32.83	42.1
SEPTEMBER	20	598.0	1018	1.70	29.90	50.9
OCTOBER	9	327.6	403	1.23	36.40	44.8
NOVEMBER	16	670.8	1340	2.00	41.93	83.8
DECEMBER	20	699.4	1373	1.96	34.97	68.7
JANUARY	29	1034.8	2015	1.95	35.68	69.5
FEBRUARY	12	382.2	555	1.45	31.85	46.3
MARCH	21	1116.7	4974	4.45	53.18	236.9
APRIL	21	696.8	1422	2.04	33.18	67.7
MAY	8	275.6	499	1.81	34.45	62.4
JUNE	12	348.4	534	1.53	29.03	44.5
TOTAL	193	6893.9	14981	2.17	35.72	77.6
OVERALL	4601	190667.1	500317	2.62	41.44	108.7
Previous Year	198	6817.2	14551	2.13	34.43	73.5

Note: Overall Kilometre total excludes Km run in Melbourne.

2000/2001 TRAMCAR STATISTICS

CAR	2000 - 2001 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	27	106:40	592.8	275	1348:09	8642.4
14	38	174:52	1128.4	1123	5348:50	38329.2
18	35	148:29	949.0	622	2972:36	19830.2
26	20	101:38	741.0	499	2323:13	19866.6
27	4	20:52	130.0	1177	5285:45	38558.0
28	0	0:00	0.0	410	1823:42	12568.4
33	43	190:01	1214.2	877	3935:24	27164.8
38	0	0:00	0.0	220	608:50	4188.6
40	15	49:09	319.8	350	1396:39	10795.2
45	31	151:17	977.6	31	151:17	977.6
661	13	31:19	208.0	248	700:35	4461.6
671	27	88:56	574.6	262	813:38	5210.4
8	8	11:17	58.5	8	11:17	58.5
TOTALS		1074:30	6893.9		26724:22	190667.1
Previous Year		1015:55	6653.4			

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

BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

Statement of Financial Position as at 30th June, 2001

2000	\$	CURRENT ASSETS	
	22	Cash on Hand	100
	6,531	Commonwealth Bank of Australia	4,769
	16,000	Commonwealth Financial Services	26,000
	707	Debtors & Prepayments	5,105
	9,852	Stock on Hand (at lower of cost or sale value)	10,071
	<u>33,112</u>	Total Current Assets	<u>46,045</u>
		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
	(42,766)	Less Provision for Depreciation	<u>43,298</u> 935
	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
	(3,654)	Less Provision for Depreciation	<u>3,767</u> 334
	4,497	Other Equipment (at cost)	4,497
	(4,086)	Less Provision for Depreciation	<u>4,219</u> 278
	200	Motor Vehicle (at cost)	200
	(200)	Less Provision for Depreciation	<u>200</u> 0
	83,567	Trams Restoration (at cost)	84,445
	(34,913)	Less Provision for Depreciation	<u>39,133</u> 45,312
	23,329	Museum Equipment (at cost)	23,329
	(7,630)	Less Provision for Depreciation	<u>9,422</u> 13,907
	<u>86,883</u>	Total Non Current Assets	<u>80,971</u>
	<u>\$119,995</u>	TOTAL ASSETS	<u>\$127,016</u>
		CURRENT LIABILITIES	
	-	Creditors	8,733
	500	Income Received in Advance	-
	<u>500</u>	Total Current Liabilities	<u>8,733</u>
	<u>500</u>	TOTAL LIABILITIES	<u>8,733</u>
	<u>\$119,495</u>	NET ASSETS	<u>\$118,283</u>
		ACCUMULATED FUNDS	
	<u>\$119,495</u>	Accumulated Funds as at 30th June, 2001	<u>\$118,283</u>

BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

Statement of Financial Performance for Year Ended 30th June, 2001

2000		
\$	INCOME	
2,585	Membership Subscriptions	2,409
58	Donations Received - General	50
9,307	- Museum	9,274
2,999	Surplus (Deficit) Souvenir & Kiosk Operations	1,271
19,042	Fares	17,278
-	Gold Tram Sponsorship	6,000
610	Advertising	510
221	Bungaree House Rent	206
1,600	Grants Received	-
676	Interest Received	1,210
-	Sundry Income	66,717
37,098	Total Income	104,925
	LESS EXPENDITURE	
1,764	Advertising	912
249	Bank Charges & Duties	326
2,133	Bungaree House Expenses	3,686
6,849	Depreciation	6,790
1,371	Electricity	1,553
648	General Expenses	61,400
-	Gold Tram Expenses	7,739
3,043	Insurance	4,856
140	Land Rent	140
129	Motor Vehicle Expenses	129
610	Printing & Stationery	980
118	Rates	120
11,727	Repairs & Maintenance	15,050
375	Subscriptions	255
2,065	Telephone & Postage	2,201
31,221	Total Expenditure	106,137
\$5,877	SURPLUS (DEFICIT) FOR YEAR	(\$1,212)
113,618	Accumulated Funds as at 30th June, 2000	119,495
\$119,495	Accumulated Funds as at 30th June, 2001	\$118,283

BALLARAT TRAMWAY MUSEUM INCORPORATED
Association No. A0031819K
Statement of Cash Flows for Year Ended 30th June, 2001

2000			
\$	Cash Flows from Operating Activities		
39,982	Revenue from Operations	102,824	
(27,847)	Payments to Suppliers and Employees	(94,840)	
676	Interest Received	1,210	
12,811	Net Cash provided by Operating Activities (see Note 2)		9,194
	Cash Flows from Investing Activities		
(5,016)	Additions to Tram Restoration	(878)	
(9,829)	Additions to Museum & Other Equipment	-	
(14,845)	Net Cash used in other activities		(878)
(2,034)	Net Increase (Decrease) in Cash Held		8,316
24,587	Cash at beginning of year		22,553
\$22,553	Cash at end of year		\$30,869

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:

22	Cash on Hand	100
6,531	Commonwealth Bank of Australia	4,769
16,000	Commonwealth Financial Services	26,000
\$22,553		\$30,869

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

5,877	Operating Surplus (Deficit)	(1,212)
6,849	Depreciation	6,790
	Changes in Assets and Liabilities	
(77)	(Increase) Decrease in Debtors	(4,398)
(338)	(Increase) Decrease in Stock on Hand	(219)
-	Increase (Decrease) in Creditors	8,733
500	Increase (Decrease) in Income Received in Advance	(500)
\$12,811		\$9,194

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, 2001

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, 2001

(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, 2001 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 27th day of August, 2001.

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 Incorporation for the year ended 30th June, 2001 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 it 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, 2001 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

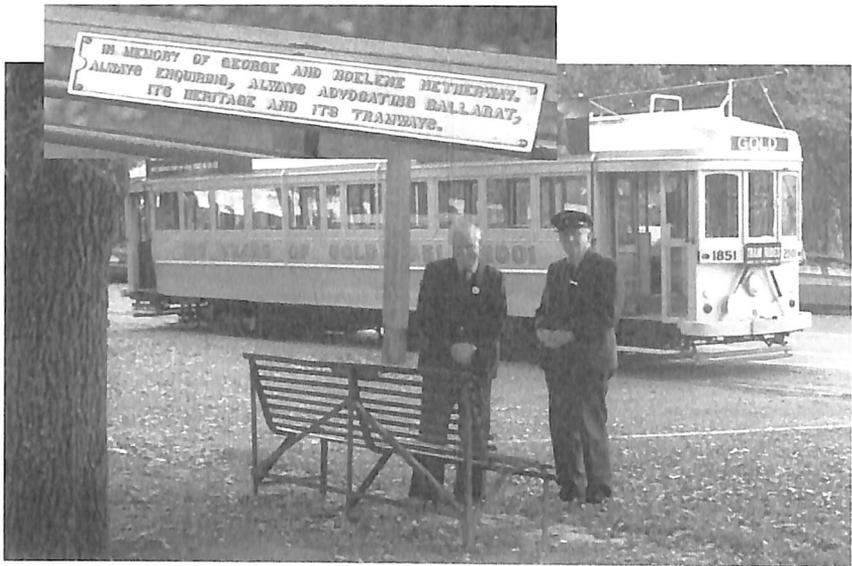
Hawthorn, 27th August, 2001



Ten members of COTMA Museums attending the 25th Anniversary conference, also attended the first in Ballarat. These are (left to right), John Pennack (Adelaide), David Verrier (Hobart), Richard Gilbert (Ballarat), Bill Kingsley (Ballarat), John Radcliffe (Adelaide), Ron White (Adelaide), Keith Kings (Melbourne), Rob Cowling (Sydney), Peter Kahn (Sydney) and Keith Stodden (Melbourne).
Photo John Phillips



Often a good time to photograph a COTMA party is while waiting for food – Sovereign Hill – Sunday November 19, 2000.
Photo Stuart Keenan



In our 30 years, many of our founding members have passed on. Celebrating two of our founders, George and Noelene Netherway, a memorial seat has been placed near the Gardens Loop. Len Doull and Frank Puls viewing the plaque on 5 May 2001 Photo Warren Doubleday



Alan Snowball and Len Millar hold the Banner to launch The Gold Tram on 14 June 2001. Photo Warren Doubleday