

# Ballarat Tramway Museum Inc. Annual Report 2001 - 2002



The 2002 Moomba Trams on Parade was lead by Bear hauling the Museums Ballarat Horse Tram No. 1 with Reg Smith and Len Millar at the controls. 11 March 2002.

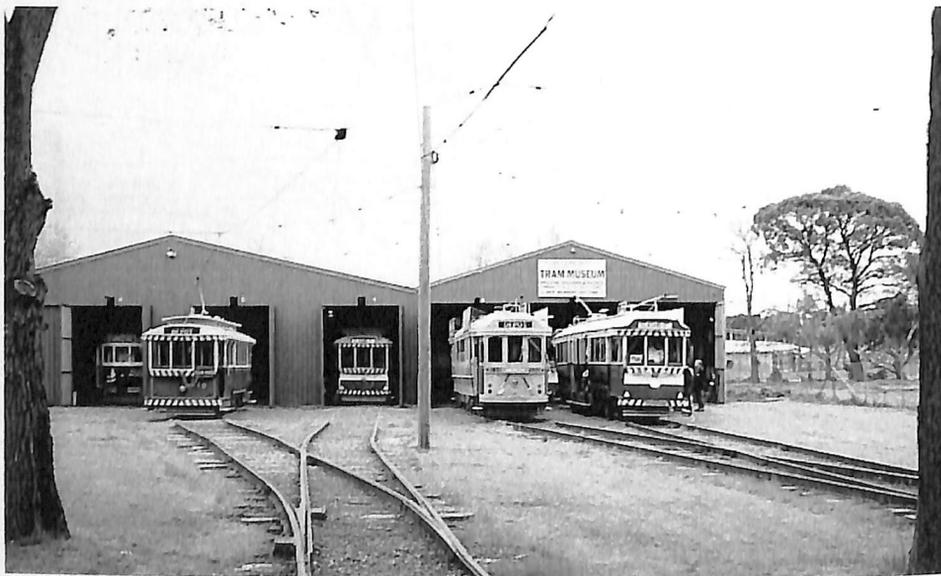
*Photo Warren Doubleday*

***Ballarat Trams are Ballarat History***



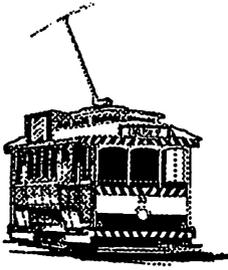
Ballarat Tram No. 28 made its first trip to St Aidans Drive for many years on 1 June 2002 following truck rebuilding and the start of repainting.

*Photo Warren Doubleday.*



The scene on the depot fan prior to the 30<sup>th</sup> Anniversary Dinner on 22 September 2001.

*Photo Warren Doubleday*



# Ballarat Tramway Museum Inc.



Museum Accreditation Program  
Accredited Museum

## Annual Report 2001 - 2002

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### 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)

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# 1. President's Report

The past year has seen some interesting developments and progress at our museum.

By far the big news was the proposal for construction of the City tramway linking the railway Station, city area and Sovereign Hill. The consultation process is moving along and our museum has been part of this process from the inception of the idea. This was to give guidance and a practical view of the proposal as we have 30 years of experience at tourist tram operation in Ballarat. Some members have expressed concerns at our future in the light of a city tramway being built.

Let me say there have been no agendas set on this subject and to this end the city tramway would be a commercial operation quite distinct from our volunteer grouping in the Gardens. Any discussions to change our status and existence would be entirely member driven.

One example of our intention to continue to operate in the gardens is the planning being undertaken with the Ballarat City Council on the matter of the reconstruction of Wendouree Parade at the St. Aidans Drive end. We are planning to relay the tramline in conjunction with the rebuilding of the roadway along with it being raised 800 millimetres.

A more immediate issue is that of Public Liability Insurance. It is believed that

from talking around the other railway/tramway museums that the cost of renewing our Public Liability Policy will increase dramatically. The insurance underwriters around the world are regrouping after the September 11<sup>th</sup> issue and the world economic downturn and small customers in the area of P.L.I are being discarded. Being aware of this position our museum will have to confront the issue when the renewal notice arrives.

To maintain our viability we have to continually seek new business and we are looking at Charter and extra traffic to add a good part of this income to the museum. To this end our Board of Management has worked strongly and cohesively during the year, as the detail of this report will show.

I thank those in Local and State Government for their assistance in various matters pertaining to our business. The museum members leading our various areas of responsibility such as Secretary, Treasurer, Engineering, Traffic, Marketing and Safety Incidence Management have done an admirable job. The dedication and support from the membership truly shows the success of this museum and which is made enjoyable to be part of because of the wonderful teamwork.

I thank all the members for their contribution and we look forward to another successful and enjoyable year.

*Richard Gilbert*

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## 2. Secretary's Report

It has been another busy year for the Secretary. There has been an explosion in the amount of correspondence appearing at the Museum's e-mail address. Junk e-mails (or "spam") are a great problem. Every day at least ten arrive, mostly advertising irrelevant products and services. Extreme care must be taken when sifting through them to find the "real" correspondence.

The Board met every month during the year and meetings continued to be conducted in a friendly and harmonious manner. As part of Board meetings regular Strategic Planning Committee meetings were held where policy and objectives were discussed.

Membership stood at 187 at the end of the year. Three members, John Southern, Roy Sheedy and Dennis Rahilly passed away during the year. John had joined in August 1971. This year renewals were very prompt and few reminders were required. Donations accompanying membership renewals increased significantly. Greg Rodgers continued the thankless task of Membership Officer. He attended to every mailout, usually single handed.

Warren Doubleday continued as editor of "Fares Please", another thankless task. He was very relieved when Simon Green offered to take over and this has since occurred. I am sure Warren has already allotted the vacant time to other tasks.

Our Safety Management System encompasses more than just operating manuals and I spent many hours ensuring that our documentation was up to date.

Safety extends beyond tramcar operations and the Safety and Incident Management Committee met as required during the year. It's task is to ensure that all incidents are investigated and acted upon and that regular risk assessments and audits are carried out.

The Annual General Meeting agreed to an amendment to the Museum's Rules which attempts to better protect the collection in the event of the Museum winding up.

On 16 April 2002, together with Stephen Butler, I attended the ceremony to celebrate the 30<sup>th</sup> anniversary of the closure of the Bendigo Tramways. Another milestone.

Apart from the impact that a City Tramway would have on the Museum, the greatest challenge facing us is finding more people who are willing to give their time. The Museum has been without a Marketing Manager for several years. Ideally, this person should be based in Ballarat so as to be able to represent the Museum at a local level. Further, the Museum will not be successful in obtaining desperately needed outside funding until a member or members are willing to do the necessary work.

We continue to achieve so much with a tiny workforce and we must also ensure that everyone's contribution is recognised. We cannot afford to lose anyone unnecessarily. For many years we have worked hard to ensure that we enjoy our hobby in remarkable harmony and it is my hope that this will continue in the future.

*Peter Winspur*

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### 3. Museum Services Manager's Report

Our temporary exhibit, the Gold Tram celebrating 150 years of the discovery of Gold in Ballarat was launched by the Mayor of Ballarat, Councillor David Vendy, on June 14 2001 and has continued to undertake about 40% of the operational running of our tramway service. This service at present forms part of our primary exhibition, the trams in Wendouree Parade, being operated to the former SEC style of operations.

A temporary display or exhibition titled "gold!, Gold! GOLD!" was prepared for the annual Central Highlands Historical Association fair in October 2001 and has been on display at the depot since its return.

The cataloguing of the collection continues with some 600 individual objects catalogued in groups to give a further 320 Registered items in the collection. The major task completed during the year was the cataloguing of the 100 items given to the Museum during March 2001 from the family of the former SEC Tramways superintendent Mr. Les Denmead. Another significant task was the cataloguing of a substantial donation of slides from member Peter Moses. The backlog in cataloguing remains about the same as the previous years.

The archives storage room was thoroughly cleaned during the year and new shelving installed at the same time.

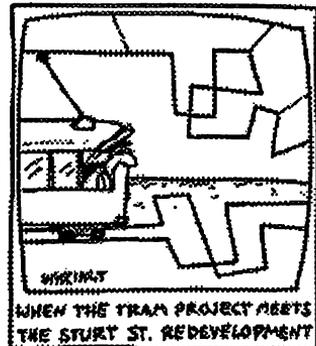
It is estimated that we have about another three years of storage space to consume before we will need to start thinking of extending the room.

The Museum continues to receive a number of requests for information via our e-mail and web site - [www.btm.org.au](http://www.btm.org.au)

Our Museum Accreditation is up for renewal this year and work on preparing the necessary documentation was well advanced at the end of the year. The change in the wording of the winding up clause at the Museum's Annual General Meeting was a necessary step in meeting the Museum Accreditation requirements.

*Warren Doubleday*

Two topical issues in 2002



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## 4. Marketing Report

With limited resources available to promote itself, the Museum has continued to make use of every inexpensive or free opportunity available. It remains a member of the Ballarat Tourist Association and, wherever possible, is involved with initiatives of Ballarat Tourism. It has been hard to maintain a high profile when no local member has been prepared to become actively involved with marketing the Museum in Ballarat. It is the continuing belief of the Board that most of our visitors are "off-the-street" and our advertising budget, such that it is, is targeted at the local market.

Negotiations with Daryl Burt, the new franchisee at McDonalds Wendouree, will see a redesigned brochure produced at no cost to the Museum. The brochure, specifically designed to be handed to passengers, has been a great success and was sponsored by Len Millar. A brochure was also developed to be handed out on the Gold Tram.

The Museum can be found listed on more and more Web sites and this is a particularly cost effective means of promotion, particularly overseas. Andrew Cox, our webmaster, has continued to maintain our own site and this has been particularly valuable.

After a particularly disappointing year in 2000-2001, the Board looked closely at options for raising more revenue. A detailed analysis of the effect of previous fare rises suggested that to raise fares in the present difficult tourist market could be counter productive. Most fare rises

in the past have been followed by a dramatic drop in patronage. In the six months after the rise in November 1998 patronage fell by over 3,500 compared with the previous year. Not all can be attributed to the cost of a ride, but the Board believed that much of it was. If our patronage fell any lower it would become more and more difficult to justify running on many days. It was decided to hold fares for the present. Unfortunately the impending crisis in public liability insurance may force a substantial fare rise.

The price of many sales items was increased from January 1<sup>st</sup>, 2002, the first increase in many years. Unfortunately, the market for metal badges, particularly railway badges, has almost dried up as fashions change. They have also become much more expensive to make, particularly those from England where the exchange rate has become almost prohibitive. By the end of the year the profit from sales had deteriorated marginally. The sale of souvenir items is often the first area to suffer when money becomes tight.

With a photo by Austin Brehaut and his generous financial assistance a new postcard showing the Gold Tram running in Wendouree Parade was produced. It has been popular. The Museum has continued to stock a range of items aimed at the tourist market as well as a small selection of books, videos, calendars, etc for the enthusiast or more interested member of the public.

*Peter Winspur*

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## 5. Technical Services Manager's Report

The Museum has continued to conserve its collection of historic tramcars to a continuing good and safe operational standard. Most of the work undertaken by the Museum's volunteers and staff during the year has been concentrated on the tramcar fleet, both maintaining and overhauling equipment.

Following the installation of the new sleepers in the access track in May 2001, the access track and depot fan was lifted and packed in the early part of the 2001-2002 year. Some other work has been undertaken on the tracks, including repair of joints in Wendouree Parade and other parts of the infrastructure.

No. 28 was tested in Wendouree Parade late in the financial year in order to determine any work required prior to returning to regular service. Work on the truck of No. 27 is progressing well and it is hoped to have the tram back in service during 2003. Horse Tram No. 1's trip to Melbourne saw some minor work being undertaken to the tramcar to overcome some problems that had been noted during operations in Wendouree Parade.

Work at Bungaree has been mainly concentrated on improving the standard of the house. This work has been essentially completed, with painting and other finishing tasks now being undertaken.

Preliminary discussions have commenced with the City of Ballarat regarding the repair of the trackwork at the north end of the Wendouree Parade line, pending

their reconstruction of the roadway.

### Tramcar Conservation

**Trams 1, 13, 14, 18, 26, 40, 45, 661 and 671** – in service and receiving attention on a scheduled basis though 14 is seeing relatively little service. Minor repairs are carried out on an as-needs basis to these trams.

**Tram 38** – remains withdrawn from active service.

**Tram 27** – wheels sent to AETM Adelaide for turning in July 2001 and were returned late in 2001. Truck has been reassembled and is in process of being squared up. New bearings are being fitted. Motors have been dismantled and the armatures sent away to be baked and dipped. Brake rigging rebuilding is underway. Axle box and truck side frames are being repaired as needed.

**Tram 28** – tested in Wendouree Parade while still in undercoat during June 2002. Repainting of the interior was well advanced at the end of the year, with work about to commence on the exterior. Windows have been reinstalled in the tram following repairs and repainting. Bumper bar at No. 2 end supports repaired. It is planned to have the tram back in service by late 2002.

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**Tram 33** – following some unexplained wheel spinning problems during the 2001 Begonia Festival, this tram was withdrawn for a complete checkover in case the problem was an electrical fault. This testing was completed during September 2001 and the tram is now in regular service.

**Scrubber Tram 8** – some modifications made to the water system, including the installation of a spray bar at No. 1 end to assist in dust mitigation during the summer period. The tram body is receiving some minor repairs pending a repaint in the future. Work on the

recommissioning of the lighting circuits and windscreen wipers carried out during the year. The tram is proving very useful in assisting to keep the track and points clean.

**Trams 11, 21 and 32** - in storage.

Thanks to all the workers and those who have assisted the Museum over the past 12 months in keeping the fleet operational and the infrastructure going.

*Warren Doubleday*

## **6. Traffic Manager's Report**

Every year begins with the hope that patronage will increase. This year proved to be very rewarding after the disappointments of 2000/2001. Total patronage grew by 1878 or 12½% over the previous year. But even more heartening was the increase which occurred between July and December when patronage increased by 1222 or approximately 25%. The growth in the number of charters was also heartening. Most charters are traditionally in the first part of the year. After only fourteen for the whole of 2000-2001, there had been sixteen by Christmas and a total of twenty-two for the year. Very few schools are now visiting us and this is an area that needs following up.

In August Roger Salen and Alastair Reither passed their driving test. Alastair is the youngest driver ever and I believe Roger is the oldest person the Museum has trained. Since then Alastair has

progressed to driving modern trams in Melbourne and Roger has become one of our most regular drivers in Ballarat. Paul Mong and Mark Peterson commenced training. Sam Boon, another one of our enthusiastic young workers, turned fourteen and was immediately trained as an assistant conductor. In the summer holidays he broke all records by working fifteen days.

During the Begonia Festival we heard the sad news that Roy Sheedy had died. Roy had been an enthusiastic and cheerful driver and conductor for many years. He was only fifty-eight.

A group from the Tramway Historical Society of Britain visited on Wednesday 19 September. Unfortunately they attempted to cover all four tramway museums in one day and their visit was very rushed. Five members of the Berlin Tramway Museum visited in October. They thoroughly enjoyed their visit.

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The Museum maintained its commitment to operate Tram No 45 as its contribution to the celebration of the 150<sup>th</sup> anniversary of the discovery of gold. It operated on 92 out of the 183 days trams ran and covered 2876 kilometres or 40% of the total distance travelled. The tram has proved very popular with our passengers. The maintenance staff also did a sterling job to make sure it was clean and serviced. Richard Gilbert recorded a commentary which can be played on the sound system and this has proved valuable when the tram has been used on charters. It has been very successful and will form the basis for use with the sound systems when they are reinstalled in the W class trams.

So our members could enjoy our new gold tram the Annual General Meeting on 28 October was held on Tram No 45. This was followed by afternoon tea on Tram No 671 as it trundled up and down. Something a little different.

The annual "Springfest" was held on Sunday 3<sup>rd</sup> November. With market stalls all around the Lake, the tramway operates as a public transport service as weary visitors make use of the trams to rest their legs. 771 people were carried and this nearly equalled the record set in 1998.

On Sunday 23<sup>rd</sup> December Father Christmas volunteered to drive the whole shift even though he should have been spending the day sorting presents. This year the young passengers discovered that his beard was real. Thank you Roger. The Museum is one of the only tourist attractions to be open on Christmas Day

and this year Dave O'Neil gave up his day. Thank you Dave. I know it is appreciated by our visitors.

Trams then ran for thirty-two days from Christmas Day to the Australia Day holiday. Patronage reflected the weather and was rather variable. The number of passengers carried in January was up marginally to be the best since 1998.

For the past few years Moomba celebrations in Melbourne have had a tram theme. This year it was "Tram History Trundle". The Museum was invited to participate with Tram No 1, the horse tram, leading the procession. The Museum was fortunate that Roger Salen found Reg Smith who owned a suitable horse and was willing to participate.

On Sunday 18<sup>th</sup> November Len Millar organised a successful trial in Wendouree Parade. On Sunday 3<sup>rd</sup> February the tram again operated successfully during the afternoon. It was obvious that even though Ballarat horse trams were pulled by two horses one would be more than enough for our purposes. Meanwhile a risk analysis was carried out and operating rules drawn up to ensure that the vehicle was operated safely.

The Moomba parade was to be held on Labour Day which is traditionally one the busiest days in Ballarat and so the Museum could only spare a limited number of traffic staff. Len Millar and John Clowes crewed the tram and several "Friends of Sovereign Hill" rode wearing period costume. Warren Doubleday arranged transport and supervised the day. Warren reported that the company charged with organising Moomba did a

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superb job and the day was an outstanding success.

Despite poor weather during the first weekend the Begonia Festival was very successful. The tramway continued to play an important role in shuttling people from the car parks or giving them a pleasant ride through the gardens. Patronage lost on the first weekend was more than made up for on the long weekend. Saturday 9 March saw 1069 people travelling, the most since 1995 and on the next day 1385 people rode. Overall there were 4,600 passengers during the 11 days, 100 more than in 2001. My thanks to our usual small band of workers. During the long weekend a barbecue was held at John Clowes' residence at Smeaton and a Bungaree feast was enjoyed on the following night.

While our staff were busy turning up in Ballarat for 183 days, the Safety and Incident Management Committee was working in the background ensuring that the Museum continued to meet the requirements of safety accreditation. The Safety Management System was updated twice during the year and internal and external audits carried out. The second update to the Safety System was brought about by the new drug and alcohol legislation which was enacted on 30<sup>th</sup> June 2002. Peter attended at least four meetings and Peter and the Committee spent hours ensuring that the appropriate paperwork met the requirements of the legislation and our own requirements.

The Museum was heartened when Tricia Brett of the Department of Infrastructure wrote the following conclusion after the January audit:

“Although the audit results demonstrate that there is a need for improvement, the system is sound, robust and there is a good level of compliance. It was clearly demonstrated by Ballarat Tramways that they are committed to ongoing development of their management system.”

Rail safety legislation has little affected the way the Museum operates because our standards were always very professional but it has made sure that we think about safety and that if an incident does occur we deal with it appropriately. One area affected was medical standards for drivers and the Museum has adopted the standard required for drivers of commercial passenger vehicles. New privacy legislation will also affect the method by which the Museum collects and maintain records from 1 July 2002.

Under privatisation of the Melbourne tramway system provision was made for “accredited operators” to run heritage trams. During 2002 Peter and Warren have been attending regular meetings of interested groups at the Department of Infrastructure chaired by Mike Ryan of the department. These meetings have been dealing with all the issues surrounding operating heritage trams in Melbourne.

The work never stopped for most of us but I must say that I am still getting a certain amount of enjoyment out of seeing our unique part of Ballarat's history continuing to give such pleasure to so many visitors to Ballarat. My thanks to everyone who assisted during the year.

*Peter Winspur*

**2001/2002 OPERATING STATISTICS**

	<b>DAYS RUN</b>	<b>KILOMETRES RUN</b>	<b>PASSENGERS CARRIED</b>	<b>AV PASS PER KM</b>	<b>AV KM PER DAY</b>	<b>AV PASS PER DAY</b>
JULY	19	603.2	1042	1.73	31.75	54.8
AUGUST	8	278.2	294	1.06	34.78	36.8
SEPTEMBER	16	624.0	1225	1.96	39.00	76.6
OCTOBER	15	512.2	934	1.82	34.15	62.3
NOVEMBER	11	471.0	1376	2.92	42.82	125.1
DECEMBER	18	616.2	1333	2.16	34.23	74.1
JANUARY	28	998.4	2038	2.04	35.66	72.8
FEBRUARY	8	342.1	732	2.14	42.76	91.5
MARCH	18	1151.8	5188	4.50	63.99	288.2
APRIL	22	782.6	1705	2.18	35.57	77.5
MAY	9	286.0	473	1.65	31.78	52.6
JUNE	11	405.6	519	1.28	36.87	47.2
<b>TOTAL</b>	<b>183</b>	<b>7071.3</b>	<b>16859</b>	<b>2.38</b>	<b>38.64</b>	<b>92.1</b>
<b>OVERALL</b>	<b>4955</b>	<b>197738.4</b>	<b>517176</b>	<b>2.62</b>	<b>39.91</b>	<b>104.4</b>
<b>PREV YEAR</b>	<b>193</b>	<b>6893.9</b>	<b>14981</b>	<b>2.17</b>	<b>35.72</b>	<b>77.6</b>

Note: Overall Kilometre total excludes Km run in Melbourne.

**2001/2002 TRAMCAR STATISTICS**

<b>CAR</b>	<b>2001 - 2002 TOTALS</b>			<b>PROGRESSIVE TOTALS</b>		
	<b>DAYS RUN</b>	<b>HOURS RUN</b>	<b>KILOMETRES RUN</b>	<b>DAYS RUN</b>	<b>HOURS RUN</b>	<b>KM RUN</b>
1	2	2:23	7.1	4	6:50	22.7
13	24	111:49	686.4	299	1459:58	9328.8
14	14	59:16	390.0	1137	5408:06	38719.2
18	18	76:35	507.0	640	3049:11	20337.2
26	13	46:19	325.0	512	2369:32	20191.6
27	0	0:00	0.0	1177	5285:45	38558.0
28	1	0:54	5.2	411	1824:36	12573.6
33	36	160:53	1073.8	913	4096:17	28238.6
38	0	0:00	0.0	220	608:50	4188.6
40	15	52:11	301.6	365	1448:50	11096.8
45	92	419:32	2875.6	123	570:49	3853.2
661	16	40:27	265.2	264	741:02	4726.8
671	21	83:30	548.6	283	897:08	5759.0
8	25	21:31	85.8	33	32:48	144.3
<b>TOTALS</b>		<b>1075:20</b>	<b>7071.3</b>		<b>27799:42</b>	<b>197738.4</b>
<b>PREV YEAR</b>		<b>1074:30</b>	<b>6893.9</b>			

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

**BALLARAT TRAMWAY MUSEUM INCORPORATED**

Association No. A0031819K

**Statement of Financial Performance for Year Ended 30th June, 2002**

<b>2001</b>		
<b>\$</b>	<b>INCOME</b>	
2,409	Membership Subscriptions	2,437
50	Donations Received - General	63
9,274	- Museum	9,449
1,271	Surplus Souvenir & Kiosk Operations	1,020
17,278	Fares	19,794
6,000	Gold Tram Sponsorship	0
510	Advertising	310
206	Bungaree House Rent	12
1,210	Interest Received	1,016
66,717	Sundry Income	1,758
<u>104,925</u>	<b>Total Income</b>	<u>35,859</u>
	<b>LESS EXPENDITURE</b>	
912	Advertising	921
326	Bank Charges & Duties	326
3,686	Bungaree House Expenses	2,464
6,790	Depreciation	6,109
1,553	Electricity	1,797
61,400	General Expenses	3,068
7,739	Gold Tram Expenses	1,635
4,856	Insurance	5,302
140	Land Rent	140
129	Motor Vehicle Expenses	273
980	Printing & Stationery	1,741
120	Rates	158
15,050	Repairs & Maintenance	7,484
255	Subscriptions	505
2,201	Telephone & Postage	2,176
<u>106,137</u>	<b>Total Expenditure</b>	<u>34,099</u>
<b>(\$1,212)</b>	<b>SURPLUS (DEFICIT) FOR YEAR</b>	<u><b>\$1,760</b></u>
119,495	Accumulated Funds as at 30th June, 2001	118,283
<u><b>\$118,283</b></u>	<b>Accumulated Funds as at 30th June, 2002</b>	<u><b>\$120,043</b></u>

**BALLARAT TRAMWAY MUSEUM INCORPORATED**

Association No. A0031819K

**Statement of Financial Position as at 30th June, 2002**

2001			
\$	<b>CURRENT ASSETS</b>		
100	Cash on Hand		100
4,769	Commonwealth Bank of Australia		5,925
26,000	Commonwealth Financial Services		32,000
5,105	Debtors & Prepayments		258
10,071	Stock on Hand (at lower of cost or sale value)		8,892
<u>46,045</u>	<b>Total Current Assets</b>		<u>47,175</u>
	<b>NON CURRENT ASSETS</b>		
80	Shares (at cost)		0
20,125	Land & Buildings (at cost)		20,125
44,233	Tram Depot & Trackwork (at cost)	44,233	
(43,298)	Less Provision for Depreciation	<u>43,763</u>	470
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	
(3,767)	Less Provision for Depreciation	<u>3,880</u>	221
4,497	Other Equipment (at cost)	4,497	
(4,219)	Less Provision for Depreciation	<u>4,322</u>	175
200	Motor Vehicle (at cost)	200	
(200)	Less Provision for Depreciation	<u>200</u>	0
84,445	Trams Restoration (at cost)	87,340	
(39,133)	Less Provision for Depreciation	<u>43,498</u>	43,842
23,329	Museum Equipment (at cost)	23,329	
(9,422)	Less Provision for Depreciation	<u>10,485</u>	12,844
<u>80,971</u>	<b>Total Non Current Assets</b>		<u>77,677</u>
<u>\$127,016</u>	<b>TOTAL ASSETS</b>		<u>\$124,852</u>
	<b>CURRENT LIABILITIES</b>		
8,733	Creditors		4,594
0	Income Received in Advance		215
<u>8,733</u>	<b>Total Current Liabilities</b>		<u>4,809</u>
<u>8,733</u>	<b>TOTAL LIABILITIES</b>		<u>4,809</u>
<u>\$118,283</u>	<b>NET ASSETS</b>		<u>\$120,043</u>
	<b>ACCUMULATED FUNDS</b>		
<u>\$118,283</u>	Accumulated Funds as at 30th June, 2001		<u>\$120,043</u>

**BALLARAT TRAMWAY MUSEUM INCORPORATED**  
**Association No. A0031819K**  
**Statement of Cash Flows for Year Ended 30th June, 2002**

2001			
\$	<b>Cash Flows from Operating Activities</b>		
102,824	Revenue from Operations	44,405	
(94,840)	Payments to Suppliers and Employees	(35,450)	
<u>1,210</u>	Interest Received	<u>1,016</u>	
<u>9,194</u>	<b>Net Cash provided by Operating Activities</b>		9,971
	(see Note 2)		
	<b>Cash Flows from Investing Activities</b>		
(878)	Additions to Tram Restoration	(2,895)	
<u>0</u>	Repayment of Shares in B.T.P.S. Co-Op	<u>80</u>	
<u>(878)</u>	<b>Net Cash used in other activities</b>		<u>(2,815)</u>
<u>8,316</u>	<b>Net Increase (Decrease) in Cash Held</b>		<u>7,156</u>
22,553	Cash at beginning of year		30,869
<u><u>\$30,869</u></u>	<b>Cash at end of year</b>		<u><u>\$38,025</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:

100	Cash on Hand	100
4,769	Commonwealth Bank of Australia	5,925
<u>26,000</u>	Commonwealth Financial Services	<u>32,000</u>
<u><u>\$30,869</u></u>		<u><u>\$38,025</u></u>

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

(1,212)	Operating Surplus (Deficit)	1,760
6,790	Depreciation	6,109
	Changes in Assets and Liabilities	
(4,398)	(Increase) Decrease in Debtors	4,847
(219)	(Increase) Decrease in Stock on Hand	1,179
8,733	Increase (Decrease) in Creditors	(4,139)
<u>(500)</u>	Increase (Decrease) in Income Received in Advance	<u>215</u>
<u><u>\$9,194</u></u>		<u><u>\$9,971</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, 2002**

### **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 society's store.

**BALLARAT TRAMWAY MUSEUM INCORPORATED**  
**Association No. A0031819K**  
**Statement by the Committee**  
**Year Ended 30th June, 2002**

(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, 2002 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 13th day of September, 2002.

**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, 2002 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, 2002 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, 13<sup>th</sup> September, 2002**



Ballarat Tram No. 28 waits for its next service trip at the intersection of Sturt and Lydiard Streets c1960.

*Photo Ron Fluck Collection.*



Thirty Years ago, Museum volunteers were dismantling "0" road at the SEC Wendouree Parade depot.

*Photo Paul Nicholson*



Tram No. 45 celebrating 150 years of the discovery of Gold in Ballarat ran about 40% of the services during the year. It was decorated for the Christmas season. Photographed by Roger Salen at St Aidans Drive.



The 2002 Begonia Festival saw another busy time in Wendouree Parade for the Museum. Trams 40 and 33 head to Carlton St. on Sunday 10 March 2002.

*Photo. Warren Doubleday*