

Ballarat Tramway Museum Inc.



Annual Report 2005 - 2006



Ballarat Trams are Ballarat History

OUR MEMBERS AT WORK

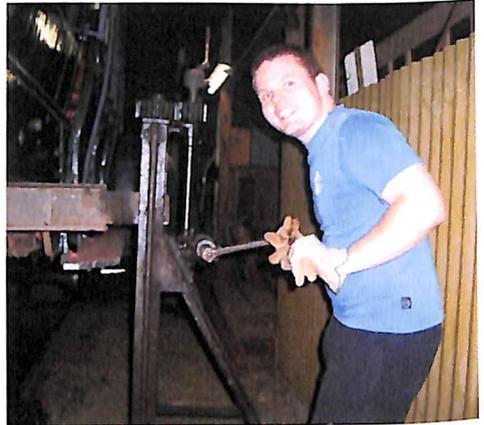


Track Repairs

Alan Snowball cuts the bitumen before attending to a broken rail.

18 October 2005

Photo: BTM Collection



In the Workshops

Alastair Reither lowering No 40 back on to its trucks. A laborious task.

15 December 2005

Photo: Neil Lardner



Attending to our customers

Neil Lardner ensures that another of our visitors enjoys the experience of riding on a ninety year old tram.

Begonia Festival 2006

Photo: Carolyn Dean

Keeping the service running

Len Millar heading north in Tram 466 fully expecting a parked car to back out at any moment.

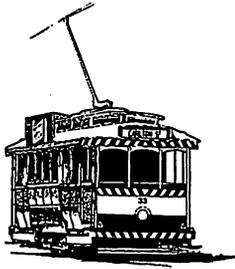
Photo: Neil Lardner



Cover photo: 100 years since electrification. Four former ESCo trams in service.

25 September 2005

Photo: Warren Doubleday



Ballarat Tramway Museum Inc.

Annual Report 2005 - 2006

Contents

1.	President's Report	4
2.	Secretary's Report	6
3.	Technical Services Manager's Report	7
4.	Marketing Manager's Report	8
5.	Traffic Manager's Report	9
6.	Museum Services Manager's Report	11
7.	2005 – 2006 Operating Statistics	12
8.	Financial Statement and Statutory Reports	13 – 18

The Board

President	Stephen Butler
Vice Presidents	Garry Wood Richard Gilbert
Secretary	Peter Winspur
Treasurer	Carolyn Dean
Board Members	Warren Doubleday Clayton Giles Simon Green Alastair Reither Greg Rodgers Paul Mong

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

Welcome to this years Annual Report. It has been another great year for the museum. There have been some very interesting times, although not without some hurdles.

The main focus for the Museum in the earlier part of the year was the Centenary Celebrations for 100 years of electric tramways in Ballarat. Preparations for this event started well before the celebration weekend of September 24th and 25th.

On the Saturday evening a dinner, organised by Vice President Richard Gilbert, was held at the Sebastopol Bowling Club. It was a fantastic evening enjoyed by everyone who was there. Lots of social chatter, catching up and reminiscing was conducted during the evening along with a Powerpoint presentation of Ballarat Past and Present, detailing the changes in Ballarat's streetscape over the previous 100 years.

The Sunday was a wonderful day with the running of the horse tram, No's 26, 28 and ESCo No 17 on loan from the Bendigo Tramways, a sausage sizzle at the depot and yet more social chatter, catching up and reminiscing, along with the operations on the day.

There are so many people to thank for the organising of this occasion, but I would especially like to mention Richard Gilbert, Warren Doubleday, the Bendigo Tramways and their management. To all the crews, friends, members and supporters who attended this weekend I hope you enjoyed the events and thank you all for being there.

Another significant event for the Centenary Celebrations was the public

launch of *"The Golden City and its Tramways"*. A major publication for the Museum, written by long time member Alan Bradley, the launch took place on Wednesday 21 September at the Ballarat Town Hall, a building which features prominently throughout the book. About fifty people attended including Members of Parliament, Councillors, representatives from many local historical groups and many members of Alan's family, some of whom had travelled from interstate. The formal launch was by the Deputy Mayor, Cr. Stephen Jones, and Alan then related his experience of research and writing the book.

The book has been very popular with many organisations from within Australia and some from overseas obtaining copies to sell. Copies are still available from the Museum sales department. A discount is available to members and I am sure Alan would not mind signing a copy for you. A big thanks to Alan for his efforts.

The past twelve months have again been taxing on the Board Member's time. In addition to the regular board meetings there have been major changes with new National Regulations for Rail Safety Accreditation about to be implemented, ongoing issues with the new Health Standards and keeping up with the Museum accreditation process. We are also represented at meetings of The Association of Tourist Railways Inc., the Association of Tourist and Heritage Rail Australia and COTMA.

There was some good news on our Public Liability Insurance during the year, with the Museum being able to obtain cover through a commercial broker. For the previous few years PLI was provided by

the Department of Infrastructure and the Victorian Managed Insurance Authority. The Museum also has had regular safety audits during the year.

A huge amount of work has been done around the depot and museum. The new substation is performing well and the project has now been completed with other new equipment and cabling being installed. There is an ongoing clean up and disposal of unserviceable, unusable and unwanted items. Obviously nothing of historical interest will be disposed of during the clean up.

Ongoing mechanical, electrical work and painting has continued on No 40. Several rail joints in Wendouree Parade have been repaired, some poles replaced, new troughing erected in 7 road and continuing general maintenance of overhead, trackwork and other infrastructure. Thanks to our "week day workers", as without them a lot of this work certainly would not be completed at this time.

An ongoing issue for the Museum is our aging work force - traffic, workshop and management. Several members and friends have passed away during the year and I wish to extend my thanks and thoughts to their friends and families. Without the foresight of some of these people, the Museum may not exist in the form it does today.

The Museum was fortunate in being invited to be part of the 'Queens Baton Relay' for the Commonwealth Games. There was significant media exposure from this event.

We again participated in the Begonia Festival, providing a 'Free' tram service to the visitors of the festival. Thanks to Barbara Chalkley and the Festival team

for their continued support and recognition of the Museum's contribution.

The Museum received a Museum Industry Recognition Award (MIRA) which is considered to be the Oscars of the Museums Sector within the industry. The award was presented for the most meritorious achievement by volunteers in the Victorian Museum sector for "overcoming the failure of the substation and publishing *The Golden City and its Tramways*."

I would like to thank everyone who has been involved with the Museum over the past year. Without our dedicated volunteers the Museum certainly would not be here for our visitors to enjoy. Thanks to our tram crews, some of who offer many days of their free time to ensure our trams run each weekend, public holiday and school holidays. Thanks also to the maintenance team, shed workers and board members.

If you feel you would like to be part of the traffic crew or maybe perform some other duties around the depot or think you can contribute to the museum in any other way please contact myself or any board member as we would be pleased to accept your offer.

I would also like to thank the Ballarat City Council, and the Victorian State Government for their support, assistance and input.

The year ahead will be challenging, but I am sure the Museum will continue to develop and operate on a professional level. A final thank you to all who have volunteered or assisted the Museum throughout the year.

Stephen Butler

2. Secretary's Report

The Board met ten times during the year and meetings continued to be conducted in a productive manner.

I again dealt with a large volume of correspondence. The address info@btm.org.au continues to receive many queries, not always directly related to the BTM, but some have led to the Museum obtaining valuable information and artefacts. We have assisted in resolving many of these queries.

A hiccup occurred in May when our web site host took the Museum's site down without notification. This led Andrew Cox, our webmaster, to move us to a more friendly web hosting company. Andrew has continued to maintain the site as required.

Greg Rodgers continued in the thankless role of Membership Officer. At 30 June 2006 membership stood at 199, up six on the previous year and the highest level for many years. Ten new members joined and there were seven new Junior Supporters. Fees were maintained at \$20 and we were heartened at the number and size of the donations with so many of the renewals. Many of these were from members who had made recent substantial donations to the substation appeal.

Sadly, two long time members, foundation member Hugh Ballantyne and Peter Walker passed away during the year. For some years Peter was very active in traffic and on the Board.

The Safety and Incident Management Committee continued to meet as required during the year. Public Transport Safety Victoria's auditors visited in February. Our Safety System has now been audited some seven times since it was introduced in late 1999. In this time there have been

only minor amendments to the system and yet this year the auditors made seven "observations", more than at any other audit. An "observation" usually picks up inconsistencies in documentation. It makes us wonder about the process and whether there should come a time when documents which have been audited over and over again should be accepted without further audit.

During the year a new Transport Safety Bill and its associated Regulations was introduced. These have subsequently become law. In spite of a consultation period in which the heritage operators attempted to persuade the law makers of the negative effect sections of the new Act and its Regulations would have on the sector, it was passed with little change. In addition every operator will have to rewrite its safety system. This will give the Auditors a field day in the future!

Warren Doubleday and I attended meetings of the Tramway Heritage Forum. This forum provides a link between government and the heritage sector.

Due to pressure of work, Simon Green gave up as editor of "Fares Please" and with the lack of people clamouring to do the job, I took it over. More work. However I have found it a rewarding task. The computer and digital age has allowed us to produce something which does not look half bad. The purchase of a colour laser printer has made colour printing affordable and we will produce more colour editions. A supply of articles is all that is necessary.

I thank all those who have helped me through another year and look forward to continuing our efforts to preserve a part of Victoria's transport history.

Peter Winspur

3. Technical Services Manager's Report

This past year has been one of consolidation and steady progress. While no major milestones were reached many projects have continued to move forward thanks to the dedication of our team.

No 40 continued to inch toward completion and is now back on its wheels and under power after an absence of several years. Alongside the major projects there is always the ongoing maintenance and improvement of the fleet so that we can present the best possible face to our visitors. This work, which includes routine servicing, repainting of floors and trucks, mechanical and body repairs and minor electrical works, is often overlooked but consumes a significant portion of the workshop time.

Following the events of two years ago with our power supply, the focus has now moved to taking the lessons learned from that and applying them more broadly to all of our works. To that end we have embarked on a major clean up and reorganisation of the depot and facilities to create a better environment for both members and visitors.

Another two visiting trams during the year caused the usual flurry of activity to coordinate their transport and unloading. No 17 visited from Bendigo during the second half of 2005 to be part of our 100th anniversary celebrations and was a huge success. In a carefully organised move this visitor went home and was immediately replaced by No 466 on the same day. While 466 is only staying with us while it awaits a new home it has made an interesting comparison for our visitors against the more traditional Ballarat style single truckers.

Infrastructure maintenance occupied quite an amount of time during the year with numerous days undertaken in overhead works, including the replacement of several poles which were condemned as part of a five yearly inspection, and track repairs. The repair of several broken joints along our short line highlighted a need to move to more mechanised methods as the number of available volunteer hours continues to be stretched by the demands of our ageing infrastructure.

Tramcar Status

Nos 1, 8, 13, 18, 26, 27, 28, 33, 661 and 671 - in service and receiving regular maintenance on a scheduled basis.

No 14 - has remained in storage for the past year while awaiting the completion of mechanical works on No 40. At the time of writing the tram has now entered the workshop and disassembly has begun in preparation for a major mechanical overhaul including work on both wheels and motors.

No 38 - this tram has returned to storage due to a rearrangement of the depot to enable No 14 to be prepared for overhaul. No 38 remains out of service due to poor wheel condition and a faulty controller and continues to wait for its turn in the workshop.

No 40 - steady progress has continued throughout the year on the overhaul of this tram. As of June 2006 it had reached the stage of being mobile again and all that remains is final painting and detailing.

No 12 - progress on obtaining funding for the mechanical equipment for this tram continues to be slow. Little other work has occurred during the year while we focus on more short term objectives.

Thanks to everyone whose continued work has helped us to achieve another productive and worthwhile year.

Garry Wood

4. Marketing Manager's Report

The past twelve months have seen the Museum receive a lot of publicity from the events it has held or been part of and from an industry award that it received.

The Centenary Celebrations in September which included the launch of the book "*The Golden City and its Tramways*" were well publicised.

Another other major event that we participated in was the carrying of the Queen's Baton prior to the Commonwealth Games. Before dawn on Thursday 9 March 2006, Stephen Butler and Peter Winspur were interviewed on local ABC radio. After the interview, Stephen and Peter ran tram No 671 out to St Aidan's Drive where the relay was commencing for that day. The Baton arrived about 7:30 and soon after, Ray Borner, a well known Ballarat basketballer, boarded the tram and after a quick photo session the tram, Baton and Ray departed at precisely 7:43. The tramway featured in the local media and on television as well in the "*Herald Sun*".

The marketing idea from last year, being the Trading Places cards, was not renewed. To test the effectiveness of the scheme each card carried an offer on presentation. After 12 months redemption was only one card.

This year we took out an advertisement in the new Ballarat Official Visitors Guide. This publication provides visitors to Ballarat with a comprehensive and easy to use guide, it includes attractions, accom-

modation, maps and more. There are over 100,000 printed and they will be distributed through Visitor Information centres, tourism shows and other outlets such as selected travel agents. While it will be hard for us to judge how effective this is, it is important that we are seen to be part of Ballarat and its tourism industry.

The MIRA award lifted our profile within the Victorian Museum industry and was well publicised in Ballarat.

Unfortunately our Web site was not totally up to date during the year due to ongoing problems with Andrew Cox's computer system. This has been rectified and Andrew is working on continuing to update the information as time permits.

We were again contracted by the Begonia Festival to provide a 'fare free' tram service. This proved exceptionally popular with the public with many comments on how great it was to ride on the old trams.

Our brochures have continued to be distributed throughout Ballarat's hotels and motels and the visitor information centre. The Welcome aboard brochure has continued to be handed out to each group of passengers.

The Museum has continued to stock a range of items for sale 'on tram' and also a larger range of items such as books, videos and calendars at the depot for sale to our visitors and members.

Stephen Butler

5. Traffic Manager's Report

The year 2005 – 2006 proved to be a very settled one. After all the dramas of 2004 – 2005 when trams were unable to run for nine weeks due to the substation fire, this year trams ran every weekend and holiday and again became a normal part of the Gardens scene. Perhaps too close to being part of the scene as off the street patronage remained lower than we would have liked.

I often say that on a winter's Saturday, for example, if it were not for all the new kerbs and gutters it would be difficult to tell the difference between the 1960s and the present as far as the trams are concerned. This is of course the experience we are trying to achieve and why we feel justified in calling the Museum "Australia's most authentic tramway museum".

Changing lifestyles and high fuel prices have led to a massive drop in the "Sunday drive and picnic" visitor as people attend the multitude of events in Melbourne or, rather than pack a picnic lunch, spend time in one of the myriad of new cafes to be found in every town and city. So many of the people to be found enjoying the Gardens are now Ballarat locals who obviously are not going to ride the trams every weekend.

Luckily, more than a few have young children or grandchildren who love a regular ride and may become our volunteers in fifteen years time. A large proportion of our visitors are "on spec" in the sense that they are visiting the Gardens, see the tram, and decide to have a ride. School holidays are therefore an important time as the number of families on tour or passing through from interstate increases dramatically.

Unfortunately for the Museum, each state sets the dates for their holidays and this year the Commonwealth Games saw Victoria greatly out of line in March – April. We decided to operate after the Victorian schools returned and this explains the increased number of days operated. Patronage was not great. The Games and the rearranged holidays and Grand Prix appeared to have a negative influence on the whole period for Ballarat as we believe there were fewer visitors to the city during March and April. Easter was the poorest ever experienced by the Museum.

The renewed agreement with the Begonia Festival to provide free transport within the Gardens saw the trams carry almost 6,000 people in five days, a superb achievement and the number of group visits and functions (mainly wedding) increased and just over 1000 people travelled. The Museum is finally on the regular itinerary of some coach tour companies.

Highlights during the year included the 100th anniversary of electrification celebrations. Held to coincide with the launch of "*The Golden City and its Tramways*" Sunday 25th of September 2005 saw four former Electric Supply Company of Victoria trams in operation in Wendouree Parade. With the generous support of a few members, Bendigo Tram No 17 was transported to Ballarat for the occasion. Until Ballarat No 12 is completed, No 17 is the only operable ESCo tram from 1905. The four trams were No1 horse tram and trams 26 and 28. They both arrived in Ballarat before the SEC takeover in 1934 and are both in ESCo colours.

No 17 had just seen a major overhaul in Bendigo and was resplendent. Its operation recreated the experience of riding in a toastrack tram through the Gardens. As usual the horse tram, representing the origins of trams in Ballarat, attracted good crowds. It looked great being hauled by two horses as was the norm at the time.

Thursday 9th March 2006 saw Tram No 671 perform the unusual task of carrying the Commonwealth Games Baton on its long journey to Melbourne. We were the first to transport it that day and it was quite an experience to see the dawn across what is left of Lake Wendouree as we waited for it to arrive. Carried by Ray Borner, a local basket ball star (the Traffic Manager rarely feels dwarfed!), it travelled from St Aidans Drive to the pedestrian crossing before leaving the tram for the Robert Clark Centre. It later passed the Depot as it continued on to the Ex Prisoner's of War Memorial.

Thursday 9th March was a long day as it was the first day of the Begonia Festival. For five days trams 661 and 671 supported by single truck trams at busy times performed faultlessly. And so did the crews. Twenty five people gave between six and fifty seven hours of their time over the five days to ensure that we kept our part of the bargain to transport people to the Festival. Again our crews were excellent ambassadors for the Festival (and the Museum of course). Special thanks must be given to John Shaw and Lindsay Richardson our two Western Australia members for coming so far and giving so much. Dave Macartney was on hand every evening to ensure the trams were pristine for the next day.

I remain concerned, however, that over the year four of our twenty drivers again drove nearly half of the kilometres the trams ran. They are all over sixty years of age as well. Eight drove 79.35% of the kilometres. Only one of these (Richard Gilbert) is still under sixty. Richard, of course, has already been driving our trams for nearly thirty two years. As well as the younger drivers taking over some of the workload in the next few years, the Museum will need several new drivers to continue to operate in the present manner. After the many hours Paul Mong was required to spend rewiring the substation he found time to finish his driver training and has now joined our ranks. He was our first new driver in over four years.

Although the annual audit by Public Transport Safety Victoria gave tramcar operations a clean bill of health, complying with rail safety legislation remains of serious concern as every year the legislators ramp up the bar. Not content with requiring all our volunteer drivers to have inappropriate and expensive medical examinations the next phase involves more onerous reporting requirements and will also impact on training. Recent "*Working with Children*" legislation will require the Museum to decide whether it will require all its workers to undergo police checks so that can continue to encourage young people to participate or whether it should not accept anyone under eighteen as a worker.

My thanks to our small band of volunteers who again made it all happen for another year. The compliments I continue to receive from our visitors suggest that our efforts are worthwhile.

Peter Winspur

6. Museum Services Manager's Report

The year in review has seen good achievements although limited in some ways by a long illness of the Manager. The cataloguing of the Museum's collection did achieve the our objective of at least three hundred new items being catalogued. Revised paperwork to maintain our Museum Accreditation has been completed and submitted.

In the cataloguing area, some significant items were added, including the ESCo traffic employees wages book for 1919 to 1924. The number of electronic images of the items in the collection increased by about another 500 to over 5100 images.

When the Museum was formed by the BTPS, it was given about 180 drawings by the SEC of tramcar equipment and other information. These have now been assessed and listed ready for formal cataloguing and storage with imaging over the next year or so. These will be listed against the micro film records we hold of drawings deposited by the SEC with the Ballarat Public Records office.

As part of the renewal of our Museum Accreditation, the Board finalised the review of a number of our management system documents. The principal ones reviewed were:

- Procedures Manual for Management and Care of the Collection.
- Collection Disaster Planning and Risk Assessments
- Access Policy
- Preventative Conservation Plan
- Exhibition and Education Policies.

The Board at its June 2006 meeting considered a paper titled *Significance and the BTM Collection and the Ballarat Treasures Register*. This was for the BTM collection management system to consider the significance of an item in the acquisition and cataloguing process. It was proposed that this be introduced from the commencement of July 2006.

The Museum has received a number of enquiries over the past twelve months for photographs of the Ballarat buildings on former tram routes, information on traffic staff and other identities. A number of presentations about the Museum and Ballarat's tram were also made throughout the year.

As noted in last year's report, a large number of photographs from the collection were used in the Museum's well received book *The Golden City and its Tramways*. The successful publication of this book has added an extra dimension to the Museum's activities. This achievement and the celebrations of 100 years of electric trams in Ballarat by the Museum was part of our submission for the MIRA awards.

For the 2005 Central Highlands Historical Association, the Museum prepared an exhibit titled "*From Postcards to MMS*", featuring a number of images from the Museum's postcard collection. The story of Ballarat's trams in Sturt St is well featured in postcards of the early 1900's.

Thank you again to all those who have assisted the Museum in its collection management work and contributed to another successful year overall for the BTM.

Warren Doubleday

2005/2006 OPERATING STATISTICS

	DAYS RUN	KILOMETRES RUN	PASSENGERS CARRIED	AV PASS PER KM	AV KM PER DAY	AV PASS PER DAY
JULY	16	539.4	655	1.21	33.71	40.9
AUGUST	9	290.6	343	1.18	32.29	38.1
SEPTEMBER	19	677.1	1258	1.86	35.64	66.2
OCTOBER	12	423.8	749	1.77	35.32	62.4
NOVEMBER	12	402.4	776	1.93	33.53	64.7
DECEMBER	15	489.4	745	1.52	32.63	49.7
JANUARY	29	1058.2	1829	1.73	36.49	63.1
FEBRUARY	8	325.0	623	1.92	40.63	77.9
MARCH	20	1214.1	6791	5.59	60.71	339.6
APRIL	18	587.6	1028	1.75	32.64	57.1
MAY	9	280.3	302	1.08	31.14	33.6
JUNE	19	649.6	638	0.98	34.19	33.6
TOTAL OVERALL	186	6937.5	15737	2.27	37.30	84.6
PREV YEAR	163	6091.4	16261	2.67	37.37	99.8

Note: Overall Kilometre total excludes Km run in Melbourne.

2005/2006 TRAMCAR STATISTICS

CAR	2005 - 2006 TOTALS			PROGRESSIVE TOTALS		
	DAYS RUN	HOURS RUN	KILOMETRES RUN	DAYS RUN	HOURS RUN	KM RUN
1	1	4:05	11.5	5	6:50	34.2
13	14	67:19	481.8	359	1680:27	11206.8
14	0	0:00	0.0	1138	5411:51	38721.8
18	41	186:28	1271.1	778	3488:48	24411.1
26	20	84:47	605.2	588	2620:43	22596.0
27	56	257:51	1831.8	1315	5662:53	42950.8
28	20	66:17	430.6	492	2050:31	14364.0
33	24	113:57	825.6	1017	4439:12	31253.4
38	0	0:00	0.0	220	608:50	4188.6
40	0	0:00	0.0	374	1492:48	11411.4
661	20	91:42	616.4	348	1009:59	7238.6
671	33	103:36	703.2	397	1216:51	8682.6
8	6	11:05	18.1	72	69:50	301.0
Bendigo Trams*	3	7:18	36.0	203	947:00	6359.2
466	3	14:10	106.2	3	14:10	106.2
TOTALS		1008:35	6937.5		30720:43	223825.7
PREV YEAR		886:57	6091.4			

* Tram No 18 (BTM No 45) 2000/1-2004/5 Tram No 17 2005/6

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, 2006

2005			
\$	CURRENT ASSETS		
220	Cash on Hand		100
9,233	Commonwealth Bank of Australia		11,781
17,000	Commonwealth Financial Services		30,000
340	Debtors & Prepayments		651
<u>5,974</u>	Stock on Hand (at lower of cost or sale value)		<u>17,783</u>
<u>32,767</u>	Total Current Assets		60,315
NON CURRENT ASSETS			
20,125	Land & Buildings (at cost)		20,125
53,516	Tram Depot & Trackwork (at cost)	53,516	
(45,593)	Less Provision for Depreciation	<u>46,082</u>	7,434
39,052	Electrical & Overhead Equipment (at cost)	39,052	
(3,912)	Less Provision for Depreciation	<u>5,346</u>	33,706
4,101	Trams (at cost)	4,101	
(4,101)	Less Provision for Depreciation	<u>4,101</u>	0
5,950	Other Equipment (at cost)	5,950	
(4,720)	Less Provision for Depreciation	<u>5,084</u>	866
200	Motor Vehicle (at cost)	200	
(200)	Less Provision for Depreciation	<u>200</u>	0
99,579	Trams Restoration (at cost)	103,041	
(58,276)	Less Provision for Depreciation	<u>63,167</u>	39,874
26,689	Museum Equipment (at cost)	27,139	
(11,543)	Less Provision for Depreciation	<u>13,192</u>	13,947
<u>120,867</u>	Total Non Current Assets		<u>115,952</u>
<u>\$153,634</u>	TOTAL ASSETS		<u>\$176,267</u>
CURRENT LIABILITIES			
<u>3,137</u>	Creditors		<u>2,326</u>
<u>3,137</u>	Total Current Liabilities		<u>2,326</u>
<u>3,137</u>	TOTAL LIABILITIES		<u>2,326</u>
<u>\$150,497</u>	NET ASSETS		<u>\$173,941</u>
ACCUMULATED FUNDS			
<u>\$150,497</u>	Accumulated Funds as at 30th June, 2006		<u>\$173,941</u>

BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

Statement of Financial Performance for Year Ended 30th June, 2006

2005		
\$	INCOME	
3,100	Membership Subscriptions	3,145
33	Donations Received - General	23
33,854	- Museum	14,694
2,641	Surplus Souvenir & Kiosk Operations	12,374
15,447	Fares	20,204
310	Advertising	1,500
1,293	Interest Received	547
5,436	Grants Received	1,385
5,000	Begonia Festival Sponsorship	5,000
0	Legacy	11,150
1,542	Sundry Income	2,192
<u>68,656</u>	Total Income	<u>72,214</u>
	LESS EXPENDITURE	
1,294	Advertising	1,359
568	Bank Charges & Duties	597
2,621	Bungaree House Expenses	2,799
8,124	Depreciation	8,827
2,189	Electricity	1,893
1,482	General Expenses	725
2,797	Gold Tram Expenses	0
12,756	Insurance	10,049
140	Land Rent	140
972	Medicals	1,387
287	Motor Vehicle Expenses	291
1,213	Printing & Stationery	1,210
213	Rates	240
10,322	Repairs & Maintenance	16,768
530	Subscriptions	330
2,096	Telephone & Postage	2,155
<u>47,604</u>	Total Expenditure	<u>48,770</u>
\$21,052	SURPLUS FOR YEAR	\$23,444
129,445	Accumulated Funds as at 30th June, 2005	150,497
<u>\$150,497</u>	Accumulated Funds as at 30th June, 2006	<u>\$173,941</u>

BALLARAT TRAMWAY MUSEUM INCORPORATED
 Association No. A0031819K
Statement of Cash Flows for Year Ended 30th June, 2006

2005			
\$	Cash Flows from Operating Activities		
67,816	Revenue from Operations	84,423	
(40,664)	Payments to Suppliers and Employees	(65,630)	
1,293	Interest Received	547	
<u>28,445</u>	Net Cash provided by Operating Activities		19,340
	(see Note 2)		
	Cash Flows from Investing Activities		
(35,851)	Additions to Electrical & Overhead Equipment	0	
(469)	Additions to Tram Restoration	(3,462)	
(4,968)	Additions to Museum Equipment	(450)	
<u>(41,288)</u>	Net Cash used in other activities		(3,912)
(12,843)	Net Increase (Decrease) in Cash Held		<u>15,428</u>
39,296	Cash at beginning of year		26,453
<u><u>\$26,453</u></u>	Cash at end of year		<u><u>\$41,881</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:

220	Cash on Hand	100
9,233	Commonwealth Bank of Australia	11,781
17,000	Commonwealth Financial Services	<u>30,000</u>
<u><u>\$26,453</u></u>		<u><u>\$41,881</u></u>

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

21,052	Operating Surplus	23,444
8,124	Depreciation	8,827
	Changes in Assets and Liabilities	
453	(Increase) Decrease in Debtors	(311)
(117)	(Increase) Decrease in Stock on Hand	(11,809)
(1,067)	Increase (Decrease) in Creditors	(811)
<u><u>\$28,445</u></u>		<u><u>\$19,340</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, 2006

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, 2006

(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, 2006 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 28th day of September, 2006.

S. Butler
President

C. Dean
Treasurer

**AUDITOR'S INDEPENDENCE DECLARATION
UNDER SECTION 307C OF THE CORPORATIONS ACT 2001
TO DIRECTORS OF
BALLARAT TRAMWAY MUSEUM INCORPORATED**

I declare that, to the best of my knowledge and belief, during the year ended 30th June, 2006 there have been:-

- a. no contraventions of the auditor independence requirements as set out in the Corporations Act 2001 in relation to the audit, and
- b. assessing the appropriateness of the accounting policies and disclosures used and the reasonableness of the significant accounting estimates made by the committee.

K.L. Paoissien & Associates
Certified Practising Accountants

Robert G. Paoissien
Partner

Dated in Hawthorn on 28th September, 2006

**INDEPENDENT AUDIT REPORT
TO THE MEMBERS OF**

**BALLARAT TRAMWAY MUSEUM INCORPORATED
Association No. A0031819K**

Scope

The financial report and committee members' responsibility

The financial report comprises the statement of financial position, statement of financial performance, statement of cash flows and the committee's declaration for Ballarat Tramway Museum Incorporated (the association) for the year ended 30th June, 2006.

The committee of the association is responsible for the preparation and true and fair presentation of the financial report. This includes responsibility for the maintenance of adequate accounting records and internal controls that are designed to prevent and detect fraud and error, and for the accounting policies and accounting estimates inherent in the financial report.

Audit approach

We conducted an independent audit in order to express an opinion to the members of the association. Our audit was conducted in accordance with Australian Auditing Standards, in order to provide reasonable assurance as to whether the financial report is free of material misstatement. The nature of an audit is influenced by factors such as the use of professional judgment, selective testing, the inherent limitations of internal control, and the availability of persuasive rather than conclusive evidence. Therefore, an audit cannot guarantee that all material misstatements have been detected.

We performed procedures to assess whether in all material respects the financial report presents fairly in accordance with Accounting Standards and other mandatory financial reporting requirements in Australia, a view which is consistent with our understanding of the association's financial position, and of its performance as represented by the results of its operations and cash flows.

We formed our audit opinion on the basis of these procedures, which included:

- examining, on a test basis, information to provide evidence supporting the amounts and disclosures in the financial report; and
- assessing the appropriateness of the accounting policies and disclosures used and the reasonableness of significant accounting estimates made by the committee.

While we considered the effectiveness of management's internal controls over financial reporting when determining the nature and extent of our procedures, our audit was not designed to provide assurance on internal controls.

Independence

In conducting our audit, we followed applicable independence requirements of Australian professional ethical pronouncements.

Audit Opinion

In our opinion, the financial report presents a true and fair view in accordance with Accounting Standards and other mandatory financial reporting requirements in Australia the financial position of Ballarat Tramway Museum Incorporated as at 30th June, 2006 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, 28th September, 2006



Launch at the Town Hall

Author Alan Bradley speaks about writing
"The Golden City and its Tramways"

21 September 2005

Photo: Carolyn Dean

"Moment of Truth"

Austin Brehaut attempts to reconcile his
 pay in after a day's work.

21 March 2006

Photo: Roger Salen



The Queen's Baton Relay

After carrying the Baton by tram, Ray
 Borner poses for the cameras with the
 crew, Peter Winspur and Stephen Butler.

9 March 2006

Photo: Alastair Reither



The Trams as Transport

Shuttle tram No 27 picks up passengers
 bound for the Begonia Festival

Photo: Carolyn Dean



After nearly three years in the workshops undergoing a major repaint and overhaul, Tram No 40 is finally mobile again. It is intended to launch the tram after the Annual Meeting on 5 November 2006.

Photo: Austin Brehaut 27 May 2006



The crews chat with the inspector at the City Centre on a hot summer's afternoon, c1962, before Tram No 40 heads off on another run to Mt Pleasant.

Photo Travis Jeffery