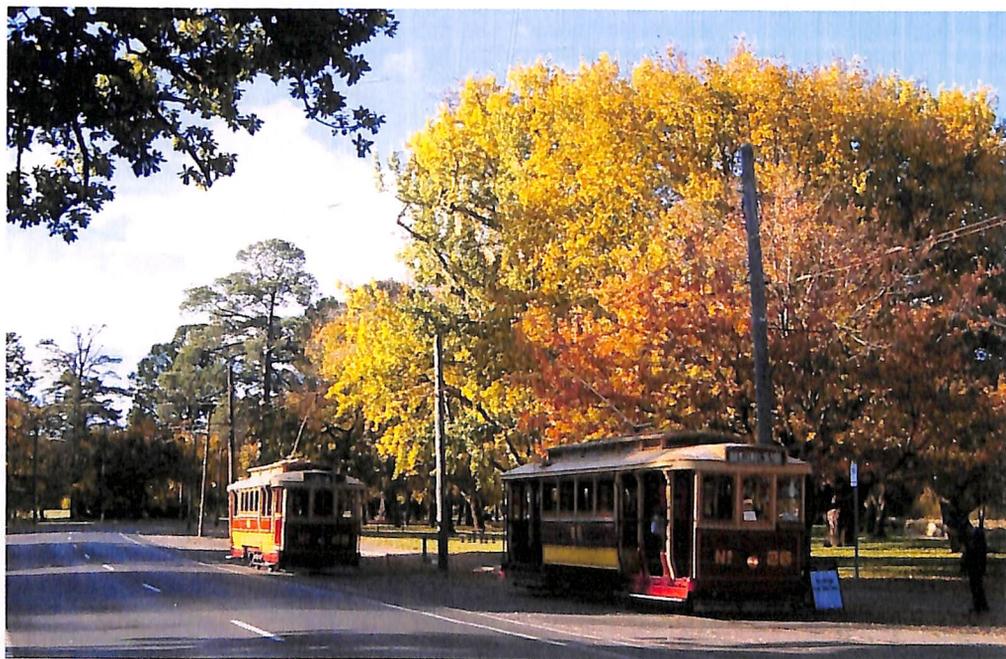


Ballarat Tramway Museum Inc.

Annual Report 2008 - 2009



Ballarat Heritage Weekend 9 May 2009

Ballarat Trams are Ballarat History



Above: Careful boys! Neville & Richard
BTM Collection 5/5/09



Above: Another busy Begonia Festival
Photo: Peter Winspur 9/3/09



Left: Geelong waterfront.
Remembering the wartime
conductresses.

Photo: Warren Doubleday

Right: Vale Frank Puls.
Frank is wearing a black tie
on the day of the funeral of
Elizabeth the Queen Mother
2 April 2002.

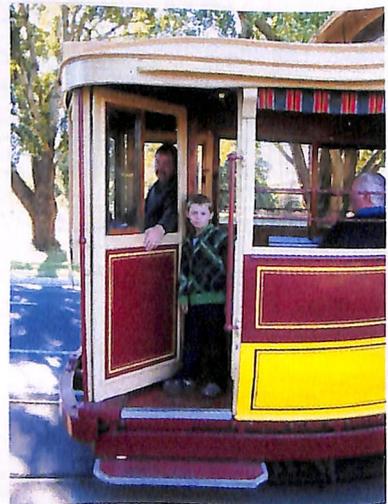
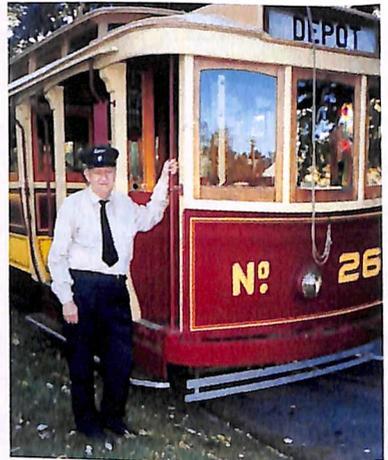
Photo: Austin Brehaut

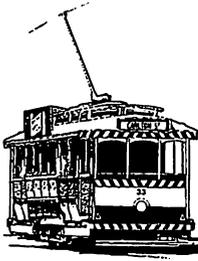
Below Right: Benjamin is
an enthusiastic assistant
when Andrew is rostered.

Photo: BTM Collection

Below: It was a different scene
in 1975. Barry McCandlish is
pushing the barrow & Rolf Jinks
is on the roof of No 27.

Photo: Peter Winspur





Ballarat Tramway Museum Inc.

Annual Report 2008 - 2009

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The Board

President	Stephen Butler
Vice Presidents	Richard Gilbert Alastair Reither
Secretary	Peter Winspur
Treasurer	Carolyn Cleak
Board Members	Gavan Dorian Warren Doubleday Clayton Giles Simon Green Paul Mong 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 61 3 5334 1580
Email: secretary@btm.org.au Web: <http://www.btm.org.au>

1. President's Report

Hello and welcome to the annual report for the Ballarat Tramway Museum 2008/2009.

As I sit here and contemplate on the previous year and what to actually write, I hear one thing in my head We are short of a driver for next week, who is available for a charter on ? Will the museum be open when ?

This may sound a little negative, but it makes me think of the small band of regular volunteers who 'keep our trams on the road'. It is often the same people week after week and month after month who are able to spare the time to operate the museum and to these people I want to say a very very big Thank You.

I would also like to thank the week day 'workers' who ensure that the trams are cleaned, maintained and available for service. I know many hours work are performed by this group who do everything from bogie reconstruction, motor replacing and brake adjustments to painting, cleaning and keeping the depot tidy.

If 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.

Of course the never ending administrative tasks required are mostly handled by the Board and at one point Peter Winspur sent me an email stating that "the BTM is almost a 24 hour operation!". I am sure that if all the admin hours were added up over the year the figure would be unbelievable! So my thanks also go to the Board and what seems a never ending task

of dealing with the daily and ongoing tasks such as keeping up with Rail Safety legislation requirements, searching for grants and even balancing the books.

My thanks also go to the Ballarat City Council, Local and Federal parliament representatives who have assisted us on numerous occasions during the year.

The Begonia Festival saw the museum carry 6311 passengers over the 3 days of the Festival. This year saw descriptive signage provided throughout the Gardens and a storyboard, about the trams in Ballarat and the Museum, was placed at the beginning of the pathway to the Depot. Over twenty of our members worked over the weekend, some for the whole three days and the weekend went off without a hitch. We are often the first point of contact for many visitors to the Festival and as usual our members were able to provide a great service to these visitors. Saturday and Sunday nights were enjoyed at the Gordon and Atlantic hotels with good meals, a few drinks and many a story told.

Work continues on redeveloping the museum display area. The section between the display tram body (No.39) and the depot wall is being completely removed and the display has been re-arranged to fit into tram No.39, and is still able to perform quite admirably for visitors.

The Museum has enlisted the services of a 'Grant getter' and this has seen a number of significant grants obtained for new and upgraded computer equipment, OH&S issues and training.

At quite short notice, the Museum was invited to participate in the 2009 Ballarat

Heritage Weekend which was held over the weekend of 9th and 10th May.

Unfortunately, there was insufficient notice to arrange the horse tram and two electric trams operated each afternoon. As the event is principally free, Events Ballarat offered to cover the Museum's costs and the tram rides were free over the weekend, similar to the arrangement with the Begonia Festival.

The Conference of the Council of Tramway Museums of Australasia (COTMA) was held in Launceston in August. In all, 80 people attended including Ballarat Tramway Museum members Carolyn and Graeme Cleak, Warren Doubleday, Richard Gilbert, Simon Green and John Shaw. The next COTMA Conference will be held in Wellington in September 2010.

A sad farewell was given to stalwart member, driver, punster and general good bloke, Francis Maurice Puls who lost a short but deadly battle with Birkitt's Lymphoma. My thoughts go to Frank's family and friends and also the families and friends of Museum members John Kelly and Wilf Williams and former SEC tramway inspector Dave Kellet who all passed away during the year.

A special thank you to Driver Dave O'Neil and Conductor Austin Brehaut who again provided tram rides for the Cops n Kids event. This event provides a respite for young children suffering from cancer and is co-ordinated by the Victorian Police Force and other organisations.

Ongoing works around the depot include making a start on No 38. The tram has been lifted and the bogies removed. The wheels are able to be given another turn and are currently with the AETM for re-

profiling. It is planned to bake and dip the two armatures in an attempt to extend their life and all the other motor parts will be tested before the motors are returned to their respective bogies. Of course maintenance and other restoration and reconstruction of all our other trams continued during the year.

On a final note I welcome ESCo tram number No. 22 to our museum. The acquisition of this tram almost completes our collection. While there maybe some different classes or styles of trams not in our depot, examples are preserved at other museums and who knows what the Ballarat Tramway Museum may acquire in the future!

My thanks go to the previous owners of tram No. 22 and to those who spent many hours negotiating, preparing the tram for the move and to those who moved the tram. Looking forward there will be many hours of planning, careful studying, preservation, restoration and reconstruction of this vehicle.

I started my report by thanking the small band of volunteers who keep our trams 'on the road', but I would like to complete my report by thanking you, our members who support the Museum with your membership and your donations. Without you the museum certainly would not be where it is today.

The year ahead will be challenging, but I am sure the Museum will continue to develop and operate in its professional way.

Stephen Butler

2. Secretary's Report

Another year as secretary for the Museum has passed and I have yet to lose my enthusiasm for the job. I sometimes wonder, however, how I managed whilst in full time employment. Tending to email correspondence is almost a daily task and, these days, provides a vital link with the world. I never cease to be amazed at the queries the Museum receives and from where they come.

Our web page is our window to the world and I thank Warren Doubleday for maintaining it. We intend to give it a major makeover during the coming year now that safety accreditation has been achieved and we may have a little more time. Grant money has allowed new computer software to be obtained and this will assist greatly.

Last year membership reached 202. This year it was even higher at 211 (including 21 Junior Supporters). There were thirteen new members and three new Junior Supporters. It gives us the feeling that we must be doing something right. Our members live all over Australia and even overseas. Greg Rodgers continued the thankless task of Membership Officer.

The Board met eleven times during the year. Meetings continued to be conducted in great harmony. We welcomed Gavan Dorian to the Board. It was great to see someone with a new perspective join us.

The requirement to become re-accredited as an operator of rolling stock gave us the opportunity to re-examine the management structure of the Museum. It was agreed that we should develop an overall Management System rather than a separate Safety System. This has allowed us to bring together governance, collection management and operational management

into a unified structure.

The Safety & Incident Management Committee met seven times during the year. By the end of the 2007-2008 year we had submitted a draft Safety Management System to Public Transport Safety and were awaiting a response. The task of refining the documentation continued throughout the year and included a preliminary visit from officers of the department in November and, in March, a full scale audit of the new system. The result of the audit saw only one minor non conformance. Several suggestions for improvement were also made and these are being addressed. Re-accreditation was achieved on schedule on 30 June 2009. It has been a major task which has taken the attention of our limited workforce from many other tasks. Particular thanks must go to Alan Young of Public Transport Safety Victoria for his assistance.

Our task now is to maintain the system and, of course, this means doing what we say we do. The position of Internal Auditor has been formalised and Greg Rodgers has accepted the task. Every year several formal audits of sections of the system are conducted to ensure compliance. We expect external audits also to be conducted of the safety system by representatives of the PTSV.

Last year we created the position of Training Manager and in the coming years there will be a greater emphasis on training. There will also be a greater emphasis on liaison with other organisations with which the Museum has an interface such as Council, Victoria Police and the SES.

In my spare time I continued to edit *Fares Please*. It is a task which I fully enjoy and

which has allowed me to learn new skills.

Fares Please is our other window to the world and it is posted to all fellow COTMA members as well as the local media, Council, politicians and other interested organisations. This year four of the six issues were in colour. An electronic version is also available on request. Of course I am always seeking suitable articles and photographs for publication.

I can never end without thanking Dave Macartney, in particular. For my roles as

Secretary and Operations Manager he is my daily contact at the Museum to the outside world while he processes every phone message and all incoming mail.

The work continues. This year I am finalising the editing of this year's annual report whilst some 39,000 feet above the Timor Sea! There is a deadline to meet as usual.

Peter Winspur

3. Marketing Manager's Report

The Marketing section in this past year has traded with its stock of books and periodicals. The museum has not produced any new souvenir lines, but has continued to re-order new stock as needed.

New books from outside suppliers were added to our sales items and the revenue from souvenir sales has remained much the same as during the previous year.

A new brochure advertising our museum needed to be ordered as the supplies of the previous one began to run out. The previous sponsor had also moved on in his business and no longer could support the brochure. A new sponsor was found and an amount of re-design work was undertaken at the same time to allow us to update the brochure. This brochure is our most important advertising face in Ballarat as it sits in brochure racks all around the city.

The museum was fortunate in being able to enter a marketing arrangement with *Pipers by the Lake*, the gardens' restaurant. This resulted in tram No 671 being painted in an

overall advertising scheme promoting Pipers. With this tram now painted we hope we can enter more commercial events with Pipers as they take advantage of their sponsored tram.

Some revenue is also raised from commercial organisations advertising on the exterior boards on our other trams.

Entering our next year I see it important to revitalise our souvenir shop at the Depot and develop further initiatives to bring particular group bookings for charters on the tramway. The redeveloped display area at the Depot will allow us to re-design the sales area with the aim of increasing souvenir sales.

Initiatives in developing more charter business will be undertaken as this is an area which we can pursue to increase ridership.

These tasks, along with expanding the existing marketing arrangements, will be pursued to increase our cash turnover.

Richard Gilbert

4. Museum Services Manager's Report

The 2008-2009 year has seen a smaller cataloguing effort than in recent years. Just on 250 items were added to the formal catalogue, with the collection now totalling over 4350 Registered items. The concentration of the Manager on the renewal of Rail Safety Accreditation which had to be completed by 30 June took resources away from the Archives.

A number of significant acquisitions were made:

- ESCo Tram 22 from Brett Hayes.
- About 200 photographs from William F Scott and papers associated with the production of his new book *Last Tram at 11*
- Over 100 photographs from the collection of the late Jack Richardson via members of the Brisbane Tramway Museum Society
- Collections of the late Bill Jessup, a foundation member of the Ballarat Tramway Preservation Society
- Collection of the late Wilf Williams
- Destination rolls from Ron Fluck
- Items from Kevin Brookman and Ellen Butland of Auckland via Ron Scholten
- A film of the last years of SEC operations in Ballarat from Arthur Hill.

Items from the collection were loaned to the Gold Museum for a travelling exhibition about community volunteers and the National Wool Museum Geelong for the Bollards exhibition. This exhibition features a series of Bollards that have been painted by artist Jan Mitchell along the Geelong's Baywalk and includes a bollard that has been painted and decorated as a

wartime tram conductress.

The refit of the display/exhibition space alongside tram 39 is continuing. The Board has agreed that the fit-out will comprise a number of display panels and photo screens that will tell the story of Ballarat tramways through the eyes of the trammies.

A number of queries were received about Ballarat Tramway events, tramway personnel and photographs and were generally able to be answered and information supplied. The Museum took part in Museum's Australia, Review of Exhibition Capacity of Victoria's Community Museums. One of the outcomes could be greater co-operation between local community museum groups in exhibitions and building relationships.

A grant was received from the Ballarat office of the *RegionalOne* Credit Union for an upgrade to our Computerised database systems. Our thanks to *RegionalOne* for this grant that will enable us to replace aging equipment.

At the current pace of acquisition of small items/photographs, the Museum will soon need to increase the space available to properly store our growing collection. Some initial planning for this has been done. It is planned to approximately double the floor space available so as to create a separate space for storage to that of a workroom and a small meeting room.

My thanks to all those who have assisted during the year in continuing to enable us to meet the aims of the Museum.

Warren Doubleday

5. Technical Services Manager's Report

The 2008-2009 year has seen a number of projects continued or nearing completion as a result of a good team effort. With more funds available towards the end of the financial year, work has been undertaken in a number of areas.

In the depot itself, the rebuilding of the change room was completed by a contractor following the accident damage caused by a car running into the rear wall in March 2008.

Redevelopment work for the display was continued with the floor work and the framing alongside the north wall completed. It is planned to have the work completed within the following twelve months.

The overhead at the south end of Wendouree Parade was adjusted prior to the Begonia Festival to lift the height of the trolley wire. A number of bracket arms were also replaced in Wendouree Parade, following damage due to falling tree limbs.

The continuing lack of rain has seen, for a third year, a dry lake and many trees dying and/or losing limbs as a result. This aspect of climate change has impacted upon the Museum. (oh! I want to see the changes here!!!!) A series of vegetation fires occurred on the lake during the year.

General inspection and maintenance work was carried out as needed on the infrastructure in Wendouree Parade and the access track. In particular some work on resleepering the access track and repair of joints were undertaken during the year. Some 40 new sleepers were received late in June 2009. These will be installed in the depot fan area.

Tramcar Status

Nos. 1, 8, 13, 18, 26, 27, 28, 33, 40 and 661 - in service and receiving regular maintenance on a scheduled basis.

No. 12 - work on the reconstruction of the body was carried out during the later part of the year. This involved some roof work and replacement of the lower sections of various pillars.

No. 14 - An armature swap with the Bendigo Tramways was undertaken and by the end of June 2009 the motors were tested and being readied for re-installation into its truck.

No. 22 - the body of ESCo No. 22 was received at the depot during May. It was placed on a transfer dolly made up from parts of a former M&MTB cable car bogie, though the wheels themselves are fitted with roller bearings. A full examination of the body will be carried out during the first quarter of 2009-2010.

No. 38 - the bogies were dismantled and the wheels sent to AETM, St Kilda Tramway Museum, SA for turning. This work was well advanced by the end of financial year and the wheels will be returned to Ballarat during the first half of the year. New motor support bearings castings have been purchased by the Museum and will be turned to fit the axles by the AETM crew.

No. 671 - Work to repaint the tramcar to carry an advertising livery was commenced after the Begonia Festival. The Museum has entered into a three year contract with *Pipers by the Lake* for this tram. It involves the Museum repainting the tram in a base colour (black side panels) and Pipers providing the signage/motifs. Work was nearing completion by June 2009.

General

Following the 2008 AGM, Alastair Reither was appointed as Assistant Technical Services Manager. Our thanks to all our depot workers, ably led by the Depot

Services Manager, Dave Macartney. Without them, the Museum would not be achieving its goals.

*Warren Doubleday
Alastair Reither*

6. Operations Manager's Report

The saddest task for me during the year was attending the funeral of one of our most dedicated and enthusiastic former drivers, Frank Puls. He was farewelled on the 17th October 2008 after a short illness. We are all mortal, unfortunately.

Our remaining senior staff are still soldiering on. For another year they shouldered most of the operational duties. It is essential that we encourage others to take on some of the workload or operationally the Museum will find it impossible to meet its obligations in a few year's time.

Patronage increased by just over 2,000 compared with the previous year. Much of this was accounted for by the Begonia Festival and the Heritage Weekend, when rides were free and our operations were supported by the organisers. Mild weather early in January and a successful Easter accounted for most of the remainder of the increase. Our patronage levels remain much lower than is desirable and the Museum has become very dependent on the Begonia Festival in particular.

Last year I mentioned that Lake Wendouree was starting to refill. I was somewhat premature as delays in the recycling project put back the commencement date. It finally happened in August 2009, after this reporting year. The dry lake, although a wonderful talking point for our travellers, has certainly had an

impact on visitation to the Gardens during the past three years.

Trams ran on 171 days during the year, an impressive effort from such a small workforce. With the prediction of dire weather conditions on Saturday 7 February 2009, the decision was made to suspend operations. This was the first time I had made the decision to not operate due to the weather. As we all know this day will always now be known as Black Saturday.

The Museum again provided a tram free of charge for the annual "Copsnkids" event, sponsored by the Victoria Police in Ballarat. Our regulars, Dave O'Neil and Austin Brehaut, again gave up their time.

"Springfest", an annual event in November, where market stalls are set up around Lake Wendouree, proved successful for the Museum with 384 people travelling. Unlike the previous year, the stalls were well away from our track and there were no safety concerns.

The Begonia Festival, re-badged as the Begonia Weekend, was a major highlight during the year for the Museum. Our trams operated without incident, carrying 6311 people over three days, nearly 1,000 more than in 2008. Twenty-four of our members gave up their time providing 390 volunteer hours. Again, our Bendigo members, Simon Jenkins, Darren Hutchesson and Anita Bagley came over to assist.

I actually topped the hours worked table at thirty-two hours and eighteen minutes. The system developed during the previous year of four trams in service in the afternoon, with one always waiting at the loop was used to great success.

I can only thank all those who worked so hard. Our crews continue to be invaluable in assisting visitors through answering their many queries. This year the Festival provided a frequent shuttle bus between the railway station, city and the Gardens and this initiative was very successful. Each evening, after the day's work, our members enjoyed a meal and a few refreshing drinks together.

At very short notice, we were asked to again participate in Heritage Weekend, which was held over the Mothers' Day weekend. It was too late to arrange the operation of the horse tram and so we provided two Electric Supply Company electric trams for the two days.

Events Ballarat offered to support the Museum financially if we would offer free rides. The result was two great days where two single truck trams operated. The autumn colours were a great background to the rare sight of the two red trams, Nos 26 and 28 crossing at the loop. 511 people travelled over the two days.

Our thanks go to Gail Smaniotto of Events Ballarat for her support and assistance. We are still of the opinion, though, that if the Heritage Weekend is to be an annual event, Mothers' Day weekend is not the best choice as so many families are committed to family events, especially on the Sunday.

Three of our members commenced driver training during the year. Aaron McDonald started from scratch, whilst Stuart Keenan had the advantage of his experience driving

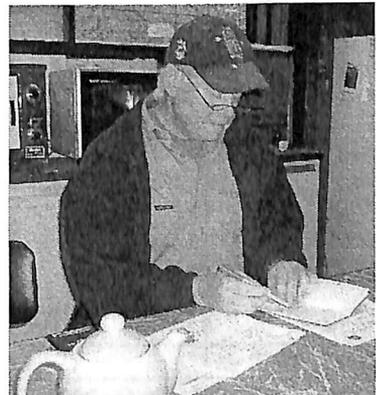
at the Sydney Tramway Museum. Peter Bruce returned after an absence of over thirty years. He was a driver in Melbourne when we started operations and was one of our first driver trainers. Having trained Richard Gilbert in 1974, it was obvious that he would ask for Richard to retrain him!

Thanks to the careful work of our traffic staff the tramway operated without major incident all year. Safe operation must always come first when one mistake can have serious consequences for the Museum and others.

Council is continuing to provide improvements around the Lake and in the Gardens and we can only hope when the drought recedes and Lake Wendouree fills tourists will return to enjoy this great asset and travel on our trams.

As always my thanks go to all our traffic staff for their continued commitment. My special thanks this year go to Roger Salen for giving the Museum so much of his time to keep the trams on the road and to Richard Gilbert who has become my most valued back up whether it is to cover a shift or to hold the fort whilst I am away.

Peter Winspur



"Can I fit in another shift?" Richard Gilbert ponders.

Photo: BTM collection

2008/2009 OPERATING STATISTICS

	DAYS RUN	KILOMETRES RUN	PASSENGERS CARRIED	AV PASS PER KM	AV KM PER DAY	AV PASS PER DAY
JULY	17	535.8	530	0.99	31.52	31.2
AUGUST	11	360.6	373	1.03	32.78	33.9
SEPTEMBER	15	529.1	789	1.49	35.27	52.6
OCTOBER	14	419.0	850	2.03	29.93	60.7
NOVEMBER	12	414.8	997	2.40	34.57	83.1
DECEMBER	12	441.0	658	1.49	36.75	54.8
JANUARY	27	919.6	1748	1.90	34.06	64.7
FEBRUARY	8	300.6	306	1.02	37.58	38.3
MARCH	12	770.4	6835	8.87	64.20	569.6
APRIL	20	638.2	1180	1.85	31.91	59.0
MAY	11	439.4	1059	2.41	39.95	96.3
JUNE	12	367.2	372	1.01	30.60	31.0
TOTAL	171	6135.7	15697	2.56	35.88	91.8
Overall Total	5999	242122.8	629533	2.60	40.36	104.9
Previous Year	173	6194.2	13590	2.19	35.80	78.6

Note: Overall Kilometre total excludes Km run in Melbourne.

2008/2009 TRAMCAR STATISTICS

CAR	2008 - 2009 TOTALS			PROGRESSIVE TOTALS		
	DAYS RUN	HOURS RUN	KILOMETRES RUN	DAYS RUN	HOURS RUN	KM RUN
1				6	15:10	49.2
13	16	72:49	467.9	403	1946:23	12516.1
14				1138	5411:51	38721.8
18	5	24:40	147.8	843	3968:13	26265.9
26	25	79:13	542.0	644	2895:02	23906.6
27	48	221:27	1514.6	1458	6583:40	47448.8
28	37	159:17	1025.4	562	2416:33	16271.0
33	35	157:41	1038.8	1127	5071:21	34735.7
38				220	608:50	4188.6
40	14	51:38	367.8	420	1665:31	12631.2
661	15	71:46	456.2	391	1271:10	8311.8
671	17	59:23	364.0	455	1514:06	9897.4
8	20	23:33	103.0	107	121:13	455.8
Bendigo Trams *				203	947:00	6359.2
466	4	16:15	108.2	13	55:31	363.7
TOTALS		937:42	6135.7		34491:34	242122.8
PREV YEAR		946:05	6194.2			

* 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

Balance Sheet as at 30th June, 2009

2008			
\$	CURRENT ASSETS		
100	Cash on Hand		100
11,850	Commonwealth Bank of Australia		15,997
20,000	Commonwealth Financial Services		20,000
502	Debtors & Prepayments		0
15,564	Stock on Hand (at lower of cost or sale value)		15,352
<u>48,016</u>	Total Current Assets		<u>51,449</u>
 NON CURRENT ASSETS			
20,125	Land & Buildings (at cost)		20,125
60,697	Tram Depot & Trackwork (at cost)	60,697	
(44,646)	Less Provision for Depreciation	<u>45,613</u>	15,084
39,052	Electrical & Overhead Equipment (at cost)	39,052	
(8,214)	Less Provision for Depreciation	<u>9,648</u>	29,404
4,101	Trams (at cost)	4,101	
(4,101)	Less Provision for Depreciation	<u>4,101</u>	0
11,033	Other Equipment (at cost)	11,033	
(7,030)	Less Provision for Depreciation	<u>8,185</u>	2,848
200	Motor Vehicle (at cost)	200	
(200)	Less Provision for Depreciation	<u>200</u>	0
108,601	Trams Restoration (at cost)	114,316	
(72,322)	Less Provision for Depreciation	<u>76,934</u>	37,382
31,756	Museum Equipment (at cost)	31,756	
(16,828)	Less Provision for Depreciation	<u>18,333</u>	13,423
<u>122,224</u>	Total Non Current Assets		<u>118,266</u>
<u>\$170,240</u>	TOTAL ASSETS		<u>\$169,715</u>
 CURRENT LIABILITIES			
0	Creditors		451
0	Total Current Liabilities		<u>451</u>
0	TOTAL LIABILITIES		<u>451</u>
<u>\$170,240</u>	NET ASSETS		<u>\$169,264</u>
 ACCUMULATED FUNDS			
<u>\$170,240</u>	Accumulated Funds as at 30th June, 2009		<u>\$169,264</u>

BALLARAT TRAMWAY MUSEUM INCORPORATED
Association No. A0031819K
Statement of Income & Expenditure for Year Ended 30th June, 2009

2008		
\$	INCOME	
4,047	Membership Subscriptions	4,200
28	Donations Received - General	157
16,352	- Museum	9,996
1,466	Surplus Souvenir & Kiosk Operations	1,393
16,919	Fares	17,459
1,551	Advertising	1,551
1,622	Interest Received	1,354
0	Grants Received - GVEHO Program	2,300
3,722	Grants Received - Other	5,388
3,000	City of Ballarat Sponsorship	3,600
1,823	Sundry Income	1,152
<u>50,530</u>	Total Income	<u>48,550</u>
	LESS EXPENDITURE	
2,107	Advertising	628
5,068	Archival Assessment	0
175	Bank Charges & Duties	224
4,136	Bungaree House Expenses	2,185
9,694	Depreciation	9,673
1,398	Electricity	1,986
0	Fundraising Costs	1,025
1,571	General Expenses	949
9,735	Insurance	9,439
140	Land Rent	147
1,222	Medicals	785
301	Motor Vehicle Expenses	322
2,021	Printing & Stationery	1,698
334	Rates	459
14,345	Repairs & Maintenance	15,133
690	Subscriptions	640
2,091	Telephone & Postage	2,406
0	Training	1,827
<u>55,028</u>	Total Expenditure	<u>49,526</u>
<u>(\$4,498)</u>	SURPLUS (DEFICIT) FOR YEAR	<u>(\$976)</u>
174,738	Accumulated Funds as at 30th June, 2008	170,240
<u><u>\$170,240</u></u>	Accumulated Funds as at 30th June, 2009	<u><u>\$169,264</u></u>

BALLARAT TRAMWAY MUSEUM INCORPORATED
Association No. A0031819K
Statement of Cash Flows for Year Ended 30th June, 2009

2008			
\$	Cash Flows from Operating Activities		
51,657	Revenue from Operations	47,698	
(46,375)	Payments to Suppliers and Employees	(39,190)	
<u>1,622</u>	Interest Received	<u>1,354</u>	
<u>6,904</u>	Net Cash provided by Operating Activities		9,862
	(see Note 2)		
	Cash Flows from Investing Activities		
(2,200)	Additions to Tram Depot & Trackwork	0	
(5,560)	Additions to Tram Restoration	(5,715)	
(1,949)	Additions to Other Equipment	0	
<u>(4,617)</u>	Additions to Museum Equipment	<u>0</u>	
<u>(14,326)</u>	Net Cash used in other activities		<u>(5,715)</u>
<u>(7,422)</u>	Net Increase (Decrease) in Cash Held		<u>4,147</u>
39,372	Cash at beginning of year		31,950
<u><u>\$31,950</u></u>	Cash at end of year		<u><u>\$36,097</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
11,850	Commonwealth Bank of Australia	15,997
<u>20,000</u>	Commonwealth Financial Services	<u>20,000</u>
<u><u>\$31,950</u></u>		<u><u>\$36,097</u></u>

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

(4,498)	Operating Surplus (Deficit)	(976)
9,694	Depreciation	9,673
	Changes in Assets and Liabilities	
35	(Increase) Decrease in Debtors	502
1,673	(Increase) Decrease in Stock on Hand	212
<u>0</u>	Increase (Decrease) in Creditors	<u>451</u>
<u>\$6,904</u>		<u>\$9,862</u>

BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

Notes to and Forming Part of the Financial Statements Year Ended 30th June, 2009

1. Summary of Significant Accounting Policies

The Association'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
Electrical Equipment	25 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, 2009

(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, 2009 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 24th day of October, 2009

S. Butler
President

C. Cleak
Treasurer

**INDEPENDENT AUDITOR'S REPORT
TO THE MEMBERS OF
BALLARAT TRAMWAY MUSEUM INCORPORATED**

Report on the Financial Report

We have audited the accompanying financial report, being a special purpose financial report, of Ballarat Tramway Museum Incorporated, which comprises the balance sheet as at 30th June 2009, and the income statement, statement of changes in equity and cash flow statement for the year then ended, a summary of significant accounting policies, other explanatory notes and the Statement by Committee of Association declaration.

The Responsibility of the Committee for the Financial Report

The committee of the association are responsible for the preparation and fair presentation of the financial report and have determined that the accounting policies described in Note 1 to the financial statements which form part of the financial report are appropriate to meet the financial reporting requirements of the incorporations act and are appropriate to meet the needs of the members. The committee responsibility also includes establishing and maintaining internal control relevant to the preparation and fair presentation of the financial report that is free from material misstatement, whether due to fraud or error; selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstances.

Auditor's Responsibility

Our responsibility is to express an opinion on the financial report based on our audit. No opinion is expressed as to whether the accounting policies used, as described in Note 1, are appropriate to meet the needs of the members. We conducted our audit in accordance with Australian Auditing Standards. These Auditing Standards require that we comply with relevant ethical requirements relating to audit engagements and plan and perform the audit to obtain reasonable assurance whether the financial report is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial report, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the association's preparation and fair presentation of the financial report in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the association's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by committee, as well as evaluating the overall presentation of the financial report.

The financial report has been prepared for distribution to members for the purpose of fulfilling the committee financial reporting under the incorporations act. We disclaim any assumption of responsibility for any reliance on this report or on the financial report to which it relates to any person other than the members, or for any purpose other than that for which it was prepared.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Independence

In conducting our audit, we have complied with the independence requirements of Australian professional accounting bodies.

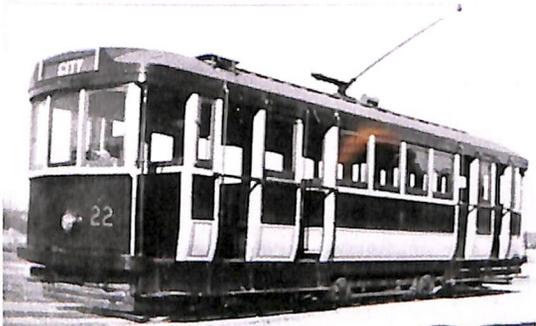
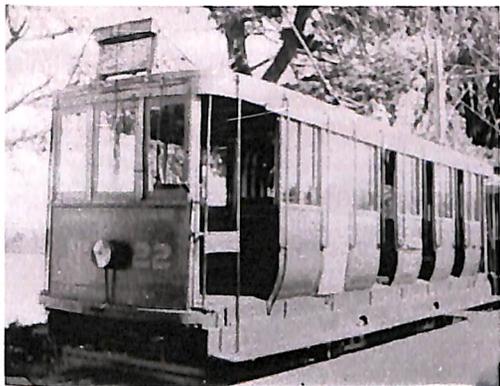
Auditor's Opinion

In our opinion, the financial report presents fairly, in all material respects, (or 'gives a true and fair view of') the financial position of Ballarat Tramway Museum Incorporated as of 30th June 2009 and of its financial performance and its cash flows for the year then ended in accordance with the accounting policies described in Note 1 to the financial statements.

K. L. Paroissien & Associates
Certified Practising Accountants

R. G. Paroissien
Partner

Dated in Hawthorn on 24th October, 2009.



Ballarat's four trams numbered 22

Top left: ESCo tram No 22 probably in the early 1930's.

Top right: The roof ensured the first No 22's survival against the elements after withdrawal in 1935.

Above Right: Alan & Alastair after the roof had been removed and the tram moved for lifting.

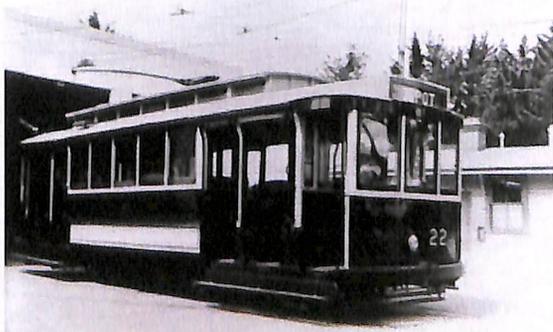
Both photos: Austin Brehaut 16/5/09

Above: The second No 22 (later No 29) c1936-38. Scrapped 1945.

Below left: The third No 22 c1938. Scrapped 1950.

Below right: The last No 22 (later the first No 37) probably late 1940s. Scrapped 1955.

All photos BTM Collection





**Lake Wendouree, the
Botanic Gardens and the
Ballarat Tramway
Museum 2008 - 2009**

