

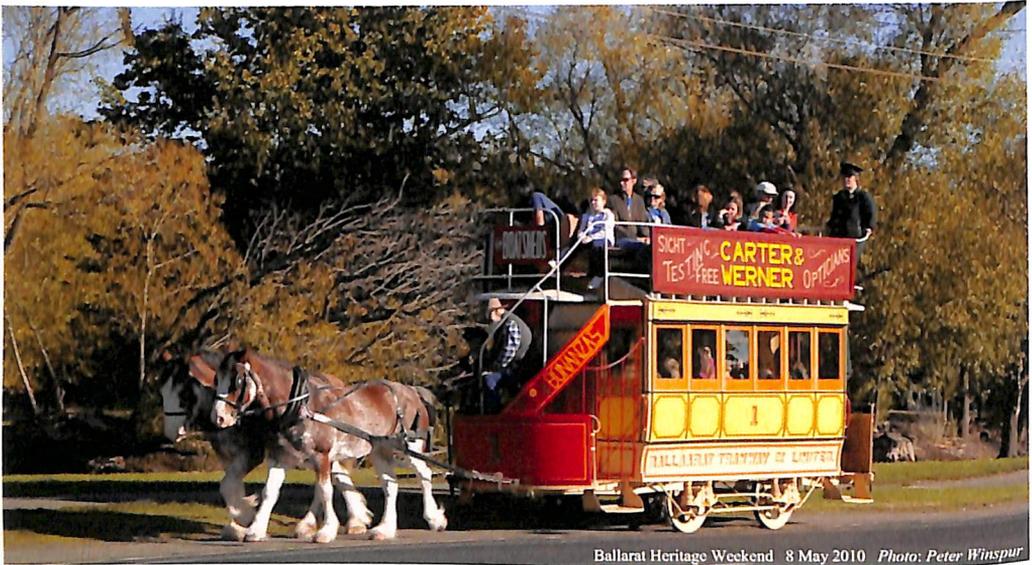
Ballarat Tramway Museum Inc.

Annual Report 2009 - 2010



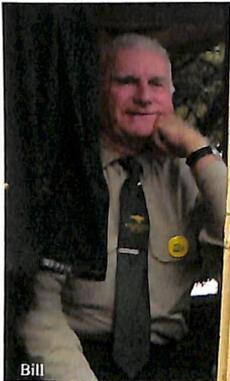
6 December 2009 Photo: Peter Winspur

Ballarat Trams are Ballarat History



Ballarat Heritage Weekend 8 May 2010 Photo: Peter Winspur

Our Volunteers 2009 - 2010



Bill



Mark, Neil, John Shaw, John Clowes & Austin



Richard & Roger



Allan



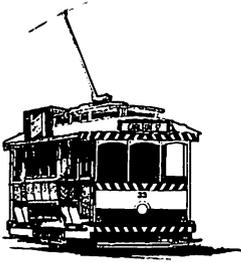
Richard & Peter



Neyville



Peter & Alastair



Ballarat Tramway Museum Inc.

Annual Report 2009 - 2010

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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

Welcome to the Annual Report for the Ballarat Tramway Museum for 2009/2010. I can't believe that 12 months have passed since the last Annual Report was issued. Maybe the saying that time goes faster as you get older is true!

The past year has seen the Museum continue to operate as advertised, with extra tram hires for group bookings and annual events such as Cops 'N' Kids The Begonia Festival and Heritage Weekend.

Over the past several years the level of water in the Lake has been of concern in regards to visitor numbers in the Gardens and to our Museum. The refilling of Lake Wendouree has been fast tracked with the State Government allocating a further \$650,000 to the project. This complements the storm water and treated re-use water projects undertaken by the City Council. These combined projects should see the lake full by the end of 2011, if not before and this should see a return of visitors and hopefully our passenger number increasing.

The upgrade of the Museum Display area has progressed steadily throughout the year. This includes not only the area within tram 39, but most of the area within the 'old shed'. The appeal for donations to complete the upgrade was well received by our members and will ensure the end result will enhance our visitors experience.

The Museum was successful in obtaining several small grants throughout the year. These have included grants from CVGT Community Grant, Federal Department of Families, Housing, Community Services and Indigenous Affairs Volunteer Grants – *Community Investment Program*, Victorian Heritage Grant program *Victoria's Heritage: Strengthening our Communities*,

Ballarat Foundation, Telstra Country Wide Community Fund grant and the City of Ballarat. Having a professional fundraiser on the team certainly makes a difference.

Our weekday workers have been continuing to maintain, paint, restore and keep our trams in operational condition. During the year we saw Deepthi and Dawn Poulouse return to India to continue their studies. We welcomed Jacob Paul. Jacob has worked on diesel engines in Saudi Arabia previously, so should be able to keep up with the quirky behaviour of our ageing fleet. Welcome also to Bill Redfern who is a joiner and is working on the reconstruction of No 12 and the fit out of the museum display.

Unfortunately during the year long time weekday volunteer Phillip Work died suddenly of a heart attack at his home. Phillip was always ready for the dirty or difficult jobs at the tram depot and his last job had been preparing and painting the underfloor of No. 38. Philip will certainly be missed.

A strategic planning and information workshop day was held in March and this year seventeen members met at the Bungaree Historical Society premises to identify what projects, plans and directions the Museum should take into the future. The day was very successful with many projects identified. These included track extension and replacement, depot extension, the future of Bungaree and improving income, marketing and branding. Thank you to those who attended and thank you to Paul Mong and Warren Doubleday for organising the day.

Thanks to the Ballarat City Council we again provided trams for The Ballarat Begonia Weekend and were able to run the Horse Tram for both days of the Ballarat Heritage Weekend. These days are free to

our passengers as our agreement with the Council continues. We also participated in the Ballarat Tourist Association's Local Attractions Expo on Australia Day. Over 750 people were reported to have visited the Expo in the gardens.

This years "Cops 'n' Kids" was Dave O'Neil's last as he decided to 'hang up the handles' after 25 years as a volunteer with us. Dave continues to be a member and will be available as a depot guide when time permits. Thanks Dave and all the best for the future.

The Board of the Museum resolved to apply to VicTrack to obtain some W class trams from the 'ready reserve' fleet. Two of these trams, 865 and 924 have been delivered to the Museum. As these are sliding doors cars they will provide some well needed protection from the winter weather when they are released into service in the future. Thanks to Mike Ryan, Business Manager Heritage at VicTrack for his support and assistance.

Our W4 tram 671 was repainted during the year with sponsorship from Pipers By the Lake. The basically black and white livery with a charcoal roof and gold trucks and trim is quite different from our normal colour scheme but certainly looks great out on the street. Also during the year tram 466 left Ballarat.

Ongoing track works in Wendouree Parade have seen several rail joints repaired and some small sections of rail replaced. This work has been made easier by the purchase of a specialist rail saw. Around the depot approximately forty sleepers have been replaced.

February saw thirty five years since the official opening of The Ballarat Tramway Preservation Society Ltd. A lot has happened in those years, yet things remain 'the same'. This enables us to keep our

museum operating smoothly, efficiently and as authentically as possible.

I would like to thank our dedicated volunteers, our tram crews, the maintenance team, shed workers and board members. The successful operation of the Museum cannot continue without these people and without the support of all our members.

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

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.

Stephen Butler

2. Secretary's Report

Annual report time again! Every year seems to pass faster than the previous one. One of my many tasks is to compile the annual report and I thank this year's contributors for their prompt response to my request for their reports. One of the advantages of repeating tasks is that it usually becomes easier and the actual "pasting up" is no longer a difficult task.. This year I have spent some time on sourcing the photos of many of our workers. Without them trams would not be running in Ballarat.

During the year membership climbed to 213 (including 18 Junior Supporters). This is the highest for many years. There were fourteen new members and three new Junior Supporters. In addition to the sad passing of Phillip Work, Con Wilson, a member since 1971 and a regular attendee

at AGMs passed away. His wife, Kath, asked to remain on the mailing list. Greg Rodgers continued as Membership Officer.

The Board met nine times during the year. Our board members lead busy lives and it has been hard to get them all to Ballarat at weekends for meetings and four were held on week nights in Melbourne during the year. The December meeting, held outdoors at the residence of Simon Green with a few drinks, was followed by a superb barbecue. Our thanks to Simon's partner Tina.

The Museum was re-accredited by Public Transport Safety Victoria on 1 July 2009. After so much work to achieve this the past year has been fairly quiet. The Safety & Incident Management Committee met four times during the year and the only incidents it was required to deliberate on were a minor derailment on the depot fan and a car backing into a stationary tram. Internal audits were performed, but the PTSV gave us all a year without an audit. This was most welcome. On the ground accreditation has little impact but the task of compliance is quite daunting for the officers of the organisation.

I continued as editor *Fares Please*. This year four editions were expanded to twelve pages and three were in colour. Colour printing has continued to prove deceptively expensive and we are searching for a means of achieving this at less expense so as to keep within budget. For those who would like all to have a "soft" copy or all issues in full colour, a pdf version is always available.

I have tried to keep our non Ballarat members up to date with issues which do affect the Museum such as the very dry Lake Wendouree. I must thank Alan Bradley for his wonderful articles and also new member Colin Holmes for his article

on the tramway road roller. His anecdotes were delightful. I continue to seek suitable articles and photographs for publication.

Our web page becomes more important every year and I thank Warren Doubleday for maintaining it with enthusiasm. He commenced the task of giving it a major makeover during the year and a dramatic change should be evident in a few months.

I must again single out Dave Macartney to thank him for his assistance. At the depot every day of the year including Christmas Day, he is the local face of the Museum and often the first point of contact to the Museum for so many people.

Peter Winspur

3. Marketing Manager's Report

The marketing of the museum business can be divided into two categories. Those being the marketing of sales material such as books and souvenirs, and the marketing of Charter traffic and group travel.

Souvenir sales maintain a constant level. With the refitting of the museum display area, our sales have not really increased, but remain the same despite there not being a lot to look at on the history display, and the sales area being shuffled into a temporary corner.

Souvenir sales volumes on the tram also remained constant.

With the refitting of the display area, there has been a lot of initiative taken to bring the development of the sales section into the overall concept design.

A purpose designed sales counter is to be installed, which allows display of our stock, houses the cash register and the bulk of the stock. This will bring the stock, the sales and public interface into one area.

The design allows for the sales person to sit behind the counter whilst visitors are in the display area, which will be beneficial to the museum.

It will provide more security for the stock on display and will tempt the prospective customer to purchase, as there will be someone there to interact with.

Charter traffic has been beneficial to us and we see an average of one charter a month. We had one day where two large groups visited on the same day, each wanting a tram ride, a visit around the depot and display area and a cup of tea/coffee, which we can provide. This took place on a normal operating day.

The business of children's birthday parties has not been fully instigated mainly due to time factors amongst our volunteers, and the need to finalise a workable, constant arrangement for the itinerary, if we are going to market it successfully. However, a couple of these charters have been run, and, with the museum acquiring a 'W' class tram which can be specially fitted out for this type of traffic, we look forward to fully developing the business during the forthcoming year.

Seniors groups are our other main charter market. We are looking at solutions to the problem faced by elderly passengers of being able to 'get up' into the drop centre of the tram. Those with a real problem of accessing the tram usually stay behind, and are shown our interpretive signage at the Gardens Loop and they also take a look at the immediate gardens heritage area, which imparts its own interest to the visitor.

Marketing is important to the museum and I look forward to the new sales area being fitted out at the museum display area and the development of the proposed and existing charter business.

Richard Gilbert

4. Technical Services Manager's Report

When I sit down to reflect on the past twelve months and refresh my memory as to what we have achieved I momentarily draw a mental blank. But it comes back after a few hours and a number of 'suitable' refreshments, and I am proud of what goals we have achieved in the past year.

Our small volunteer workforce was boosted during the year with the assistance of Deepthi and Dawn Poulouse. These two siblings were on study visas from India while their mother works at St John of God Hospital in Ballarat. Deepthi and Don have both returned to India to pursue further studies, but before Deepthi left she arranged a replacement (as you do!) and Jacob Paul joined us also from India. This brings a multicultural feel to the museum and shows that everybody is welcome to join us.

On a sad note Philip Work passed away during the year. Phil was an ex Victorian Railways – Way and Works employee who for a number of years was in the bridge gang. Phil spent on average 3 days a week working in the workshop usually alongside Allan Snowball, where many a good old yarn about the old 'VR' or similar stories were shared. No job was beyond Phil's capabilities, and his caring nature and humour will be greatly missed around the meal room for a long time to come.

The year's achievements start off at the depot, where through a number of small grants a number of improvements were made along with normal works, these include:

- A new chemical storage unit for the safe keeping of oils and fuels

- Rebuild of tool cupboard for better arrangement of tools
- Purchasing new tools through grants (including a new portable tool chest)
- Cleaning up of surplus parts and taking them to storage at Bungaree
- Making a new storage area above display tram 39 when the renovations were done
- Rebuild of display tram number 39 under Paul Mong's leadership

The track continued to be maintained as required during the year. Under the leadership of Richard Gilbert three rail joints were replaced in Wendouree Pde to improve the ride quality of the trams. Along with these works a number of joints were re-welded then ground down to provide a smooth running surface. Check rails were renewed by Allan Snowball around the northern end of the track near St Aidans Drive by adding steel on the side of the 'old' flange and welding in place.

A quote was obtained through Coleman Rail for complete replacement of the curve outside the 'old' playground site. Funding options for this project are being considered.

The trams themselves continued to provide excellent service during the year. I believe that we have the largest 'operating' fleet of single truck trams in regular museum service in Australia most of which are a few years off being 100 years old. Something I am very proud of. A major amount of work was carried out during the year.

Tramcar Status

Trams 1,8,13,18,26,28,33,40 and 661: In service and receiving attention as required.

Tram 12: Work continued on this project

during the year with the ceiling reconstructed and repainted. Discussions were undertaken regarding possible truck and under gear options.

Tram 14: Returned to service during August 2009. This project took a number of man hours to complete, along with assistance from the Bendigo Tramways who provided a replacement traction motor and new motor bearings. This tram has seen probably the most extensive of our truck rebuilds in terms of the scope of works done. These included: Re-profiling of wheels at EDI Newport, complete rebuild of all the brake rigging, re-welding of the truck frames and a motor suspension beam and the purchase of new bearings. The tram body underwent a roof repaint along with the cream paintwork. Asbestos was removed from the under body of the tram and in the controller covers by contractors. The controllers were fully overhauled. A number of small but time consuming items were also attended to on this project.

Tram 22: Work continues to be done on this car. At the time of writing the uprights on the 'rotten' side of the tram have been removed, and thanks to member Bill Redfern who is a joiner by trade, the replacement uprights have been made up. A general paint removal has been done on the body along with cleaning up. As per car 12 discussions have been ongoing regarding a truck for this tram, but without funding this is currently on hold.

Tram 27: This car was taken out of service for a scheduled repaint in January. A colour match was obtained to closer represent the 1930's livery that the car was in. At the time of writing this report some side panels had been replaced that were dented, and preparations were underway on the painting of the tram. It is hoped to

return the car to service later this year.

Tram 38: The truck overhaul continued during the year. The turning of the wheels was completed by the AETM in Adelaide, one armature was repaired by an electrical firm in Bendigo and other works were carried out by the Bendigo Tramways on this item. We completed overhauling the motor casing in the depot while the armature was away. The defective controller was repaired, while the underneath of this car was cleaned and painted to preserve the timber along with some structural works to the tram body.

Tram 671: This tram was repainted by Dave Macartney and myself for a commercial agreement between the museum and *Pipers on the Lake*. This was completed by August 2009.

We said farewell to two trams during the year. Tram 466 was returned to Bendigo during May. This car had proved handy during the Ballarat winters and was a regular performer over the Begonia Festival weekend each year. Tram 121 which was stored at Len Millar's property at Newstead was disposed of during the year. This was a decision not taken lightly, but the prospects of restoration were very slim and the car was placed into the care of a telephone enthusiast at Gisborne who plans to use the tram to display his old telephone equipment.

The board made a decision during the year after the members meeting discussion at Bungaree in March to obtain two surplus sliding door 'W' class trams from the former PTC ready reserve fleet.

Out of originally thirty stored trams only twelve remained at the Preston Workshops at the time of making our decision to obtain two. A number of museums have already taken up the offer through VicTrack to acquire some for their museum. On

inspection at Preston Workshops trams 865 and 924 were selected from the remaining cars for general condition, roadworthiness etc. These cars have been stored in the plate shop at Preston since 1997 and haven't turned a wheel since. The two cars were transported to offsite storage during June. These cars were donated through the generosity of VicTrack and I thank in particular Mike Ryan for assisting the museum. As they have been stored for thirteen years a thorough assessment is required to be done on what repairs are needed to make them roadworthy.

We have been assisting Tony Smith in the dismantling of surplus damaged 'W' class trams at his site at Haddon. This has provided us with parts for our fleet of trams for example; light fittings, windscreen wiper motors etc, which have already come in handy for replacing defective parts in the single truck trams in particular. At the time of starting this project with Tony we didn't even have the sliding door 'W' class in our mind, but the parts we have obtained will be handy for these cars as well.

We continued to work well with our other kindred museums and continued our good working relationships.

I look forward to the year ahead after the above achievements during the last 12 months, all of which is not possible without the help of the following people. Warren Doubleday, Paul Mong, Bill Redfern, Allan Snowball, Richard Gilbert, David Macartney, Edwyn Radics, Michael Martin, Len Millar, John Shaw, Neil Lardner, Simon Green, Peter Perry, Dawn and Deepthi, Jacob Paul, Daniel Edwards, Tony and Jackie Smith (MTPA), Darren Hutchesson (Bendigo Tramways), Ian Seymour (AETM), Mike Ryan (VicTrack).

Alastair Reither

5. Museum Services Manager's Report

This year (2009-2010) has again seen a smaller cataloguing effort than for past years. Just on 200 items were added to the formal catalogue, with the collection now over 4550 registered items. The continued concentration of (the Manager) on the renewal of Rail Safety Accreditation and its follow through and other activities in the Rail Heritage area has limited work in this area.

A number of significant acquisitions were made:

- Papers concerning the possible closure of the Ballarat tramways in mid 1960's from Norm Maddock
- Photos from the collection Ron Hann of New Zealand
- Photos and other items from Ron Scholten
- Scans of over 500 slides taken by Richard Jones of Sydney
- Papers and signs from Bill Llewellyn

The refit out of the display/exhibition space alongside tram 39 is continuing. As reported last year, the new display 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.

The Museum has obtained the services of Miles Pigdon of Milestone Design to design the panel layouts. A grant of \$17,500 was received from Heritage Victoria to enable these. In addition funding of \$3,900 received from the Ballarat Foundation - Telstra Country Wide Ballarat Community Fund has been used to provide AV and computer equipment to the area. Our thanks go to

Andrea Carroll our fundraiser for finding the grants which have allowed this project to continue.

Along with further funds from the Museum itself, the area should see a substantial upgrade when complete. At June 2010, the project lead by Paul Mong had seen all the building work virtually complete, the floor coverings installed and equipment purchased for future installation. A new sales counter will be ordered soon.

The Museum submitted a nomination for Horse Tram Number 1, to Heritage Victoria to be added to the Heritage Register. This was still being progressed at the end of the year.

Formal work to expand the Archives area is planned to be commenced next year. The existing room is nearing capacity.

The Museum's web site continues to be maintained, with the largest job being the revision of the Tramcar Register with additional details and photos added for each of the Museum's trams. Allan Bradley's article on Santa Trams in Ballarat was illustrated and added to the exhibition page in time for Christmas 2009. A volunteer page was added as well, along with keeping the web site up to date with respect to operations and links. It is planned to give the web site a new look during the forthcoming year. Currently we average just over 600 separate or unique visitors per month.

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

6. Operations Manager's Report

Well, we have survived another year. Just. Trams ran on a total of 170 days. This should have been 172, but on two school holiday weekdays a driver could not be found. We are still so dependent on such a small band of "oldies" to keep the trams operating.

Our patronage levels remain of concern, although early indications since the end of the year are encouraging, with Lake Wendouree filling again. The first six months of the year saw the lowest patronage ever. We feel the empty lake and the continuing drought have been major factors. Patronage during the Begonia Weekend was also down, ironically due to extremely wet weather. A wonderful Heritage weekend and a good April and June saw the final tally only 464 down on the previous year.

"Springfest", in November, when market stalls surround Lake Wendouree was the most successful for the Museum in six years with 558 people travelling.

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

The Begonia Weekend, was the usual highlight of the year for the Museum. Again, our trams operated seamlessly, carrying 4379 people over three days, 1932 less than in 2009. Storms throughout Victoria, particularly on the Saturday, had a major impact on patronage. The annual Begonia Festival Parade returned to Wendouree Parade on the Monday and even though trams were not able to run for

for little more than one hour, the parade had an adverse impact on our patronage.

Twenty-nine of our members gave up their time providing 457 volunteer hours. Again, our Perth members, John Shaw and Lindsay Richardson came all the way to assist. I believe they had a great time.

I just topped the hours worked table at thirty-two hours and fifty-five minutes. Gavin Young and Neil Lardner were not far behind. My thanks to all those who worked. Pleasant evenings were held at local hostelrys on Saturday and Sunday.

Heritage Weekend has become a fixture on the calendar and we were asked to again participate. It was held over the Mothers' Day weekend. Events Ballarat offered to support the Museum financially if we would offer free rides. This year we were given sufficient notice to arrange for Lyle Drayton to provide his horses and the result wonderful.

On both days Horse Tram No 1 operated north of the loop and either No 26 or No 28 operated from there to Carlton St. A connecting service was maintained. Great weather saw 2573 passengers, 1044 of these on No 1. *Princess* and *D'Arcy* again performed faultlessly hauling full loads, particularly on the Sunday afternoon. Our thanks to Lyle.

Our professional traffic staff ensured that the tramway operated without major incident all year.

As always my thanks go to all our traffic staff for their assistance. Particular thanks go to Dave O'Neil who decided that after twenty-five years it was time to retire. He has left a large hole in the monthly traffic roster although Peter Bruce, returning after many years, has done his best to fill it.

Peter Winspur

2009/2010 OPERATING STATISTICS

	DAYS RUN	KILOMETRES RUN	PASSENGERS CARRIED	AV PASS PER KM	AV KM PER DAY	AV PASS PER DAY
JULY	16	480.6	529	1.10	30.04	33.1
AUGUST	10	325.4	296	0.91	32.54	29.6
SEPTEMBER	16	491.6	684	1.39	30.73	42.8
OCTOBER	12	381.0	585	1.54	31.75	48.8
NOVEMBER	11	375.6	915	2.44	34.15	83.2
DECEMBER	13	448.0	695	1.55	34.46	53.5
JANUARY	28	927.8	1489	1.60	33.14	53.2
FEBRUARY	9	291.6	392	1.34	32.40	43.6
MARCH	14	764.7	5016	6.56	54.62	358.3
APRIL	17	571.4	1198	2.10	33.61	70.5
MAY	11	410.0	3018	7.36	37.27	274.4
JUNE	13	384.9	416	1.08	29.61	32.0
TOTAL	170	5852.6	15233	2.60	34.43	89.6
Overall Total	6169	248009.2	644766	2.60	40.20	104.5
Previous Year	171	6135.7	15697	2.56	35.88	91.8

Note: Overall Kilometre total excludes Km run in Melbourne.

2009/2010 TRAMCAR STATISTICS

CAR	2009 - 2010 TOTALS			PROGRESSIVE TOTALS		
	DAYS RUN	HOURS RUN	KILOMETRES RUN	DAYS RUN	HOURS RUN	KM RUN
1	2	13:35	35.0	8	28:45	84.2
13	12	56:31	343.6	415	2002:54	12859.7
14	33	125:48	806.7	1171	5537:39	39528.5
18	4	20:13	136.0	847	3988:26	26401.9
26	18	56:08	362.6	662	2951:10	24269.2
27	17	80:14	507.8	1475	6663:54	47956.6
28	43	212:18	1385.2	605	2628:51	17656.2
33	29	124:18	819.6	1156	5195:39	35555.3
38				220	608:50	4188.6
40	9	35:54	241.6	429	1701:25	12872.8
661	17	65:42	418.1	408	1336:52	8729.9
671	26	96:42	613.4	481	1610:48	10510.8
8	11	11:30	49.8	118	132:43	505.6
Bendigo Trams *				203	947:00	6359.2
466	7	25:29	167.0	20	81:00	530.7
TOTALS		924:22	5886.4		35415:56	248009.2
PREV YEAR		937:42	6135.7			

* 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, 2010

2009		
\$	CURRENT ASSETS	
100	Cash on Hand	100
15,997	Commonwealth Bank of Australia	42,782
20,000	Commonwealth Financial Services	28,000
0	Debtors & Prepayments	100
15,352	Stock on Hand (at lower of cost or sale value)	13,611
<u>51,449</u>	Total Current Assets	84,593
 NON CURRENT ASSETS		
20,125	Land & Buildings (at cost)	20,125
60,697	Tram Depot & Trackwork (at cost)	60,697
(45,613)	Less Provision for Depreciation	<u>46,580</u> 14,117
39,052	Electrical & Overhead Equipment (at cost)	39,052
(9,648)	Less Provision for Depreciation	<u>11,082</u> 27,970
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
(8,185)	Less Provision for Depreciation	<u>9,202</u> 1,831
200	Motor Vehicle (at cost)	200
(200)	Less Provision for Depreciation	<u>200</u> 0
114,316	Trams Restoration (at cost)	115,024
(76,934)	Less Provision for Depreciation	<u>81,582</u> 33,442
31,756	Museum Equipment (at cost)	34,816
(18,333)	Less Provision for Depreciation	<u>20,285</u> 14,531
<u>118,266</u>	Total Non Current Assets	112,016
<u>\$169,715</u>	TOTAL ASSETS	\$196,609
 CURRENT LIABILITIES		
451	Creditors	1,305
0	Grants Received in Advance	<u>15,475</u>
<u>451</u>	Total Current Liabilities	16,780
<u>451</u>	TOTAL LIABILITIES	16,780
<u>\$169,264</u>	NET ASSETS	\$179,829
 ACCUMULATED FUNDS		
<u>\$169,264</u>	Accumulated Funds as at 30th June, 2010	<u>\$179,829</u>

BALLARAT TRAMWAY MUSEUM INCORPORATED
Association No. A0031819K
Statement of Income & Expenditure for Year Ended 30th June, 2010

2009		
\$	INCOME	
4,200	Membership Subscriptions	4,297
157	Donations Received - General	202
9,996	- Museum	35,228
1,393	Surplus Souvenir & Kiosk Operations	(617)
17,459	Fares	16,774
1,551	Advertising	4,754
1,354	Interest Received	714
2,300	Grants Received - GVEHO Program	2,300
5,388	Grants Received - Other	6,596
3,600	City of Ballarat Sponsorship	5,400
1,152	Sundry Income	925
48,550	Total Income	76,573
	LESS EXPENDITURE	
628	Advertising	1,012
224	Bank Charges & Duties	190
2,185	Bungaree House Expenses	4,005
9,673	Depreciation	10,018
1,986	Electricity	2,165
1,025	Fundraising Costs	2,823
949	General Expenses	1,532
0	Grant Money Expenditure	14,856
9,439	Insurance	8,695
147	Land Rent	150
785	Medicals	1,329
322	Motor Vehicle Expenses	331
1,698	Printing & Stationery	1,530
459	Rates	528
15,133	Repairs & Maintenance	13,638
640	Subscriptions	724
2,406	Telephone & Postage	2,387
1,827	Training	95
49,526	Total Expenditure	66,008
(\$976)	SURPLUS (DEFICIT) FOR YEAR	\$10,565
170,240	Accumulated Funds as at 30th June, 2009	169,264
\$169,264	Accumulated Funds as at 30th June, 2010	\$179,829

BALLARAT TRAMWAY MUSEUM INCORPORATED
Association No. A0031819K
Statement of Cash Flows for Year Ended 30th June, 2010

2009			
\$	Cash Flows from Operating Activities		
47,698	Revenue from Operations	96,106	
(39,190)	Payments to Suppliers and Employees	(58,267)	
1,354	Interest Received	<u>714</u>	
<u>9,862</u>	Net Cash provided by Operating Activities		38,553
	(see Note 2)		
	Cash Flows from Investing Activities		
0	Additions to Tram Depot & Trackwork	0	
(5,715)	Additions to Tram Restoration	(708)	
0	Additions to Other Equipment	0	
0	Additions to Museum Equipment	<u>(3,060)</u>	
<u>(5,715)</u>	Net Cash used in other activities		<u>(3,768)</u>
4,147	Net Increase (Decrease) in Cash Held		<u>34,785</u>
31,950	Cash at beginning of year		36,097
<u>\$36,097</u>	Cash at end of year		<u>\$70,882</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
15,997	Commonwealth Bank of Australia	42,782
<u>20,000</u>	Commonwealth Financial Services	<u>28,000</u>
<u>\$36,097</u>		<u>\$70,882</u>

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

(976)	Operating Surplus (Deficit)	10,565
9,673	Depreciation	10,018
	Changes in Assets and Liabilities	
502	(Increase) Decrease in Debtors	(100)
212	(Increase) Decrease in Stock on Hand	1,741
451	Increase (Decrease) in Creditors	854
0	Increase (Decrease) in Grants Received in Advance	<u>15,475</u>
<u>\$9,862</u>		<u>\$38,553</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, 2010

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, 2010

(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, 2010 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 16th day of October, 2010

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 2010, 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 2010 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.

Paroissien Accountants Pty Ltd

R. G. Paroissien
Auditor

Dated in Ringwood on 18th October, 2010.



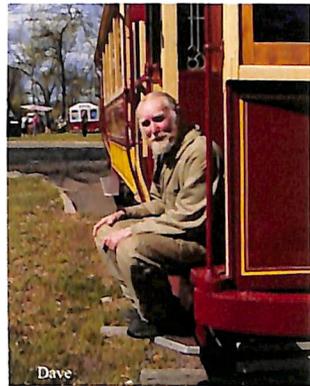
John Shaw, Phillip & Matthew



Ryan



Daniel



Dave



John Clowes



Eddy



Graeme



Len



Jacob



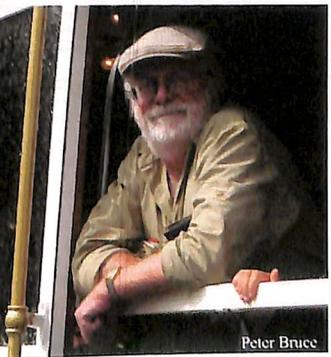
Gavin & Dave



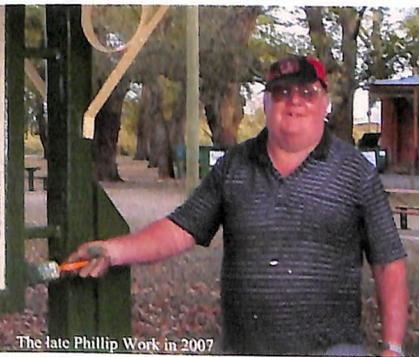
Deepthi & Jacqui



Dave O' Neil



Peter Bruce



The late Phillip Work in 2007



No 14's first outing since 2003



BTM collection 1/8/09 Through the windscreen

Peter Winspur 8/3/10



Waiting for the Parade Austin Brehaut 8/3/10



A busy day Peter Winspur 7/3/10

