

# Ballarat Tramway Museum Inc.

*Celebrating 40 Years*



*A freshly repainted No.27 on 20 November 2010 Photo: Austin Brehaut*

## Annual Report 2010 - 2011

*Ballarat Trams are Ballarat History*



Crossing at the Loop 7/5/11



Family photo 8/5/11



Posing for the camera 8/5/11



A busy day 12/3/11

## Scenes from 2010 - 2011

*Photos: Warren Doubleday & Peter Winspur*



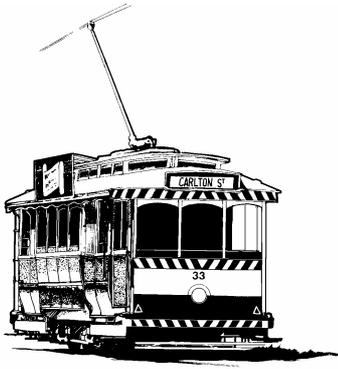
Flooded again! 5/2/11



No. 40 at the Loop 25/9/10



School visit 11/10/10



# Ballarat Tramway Museum Inc.

## Annual Report 2010 - 2011

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### The Board

President	Greg Rodgers
Vice Presidents	Richard Gilbert Alastair Reither
Secretary	Peter Winspur
Treasurer	Carolyn Cleak
Board Members	Stephen Butler Warren Doubleday Simon Green Neil Lardner Andrew Mitchell Paul Mong

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### 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.”*

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# 1. President's Report

Welcome to the Annual Report for the Ballarat Tramway Museum 2010 -2011.

The past year has been momentous for the Museum in a number of ways.

May 30<sup>th</sup> 2011 saw the 40<sup>th</sup> Anniversary of the formation of the Ballarat Tramway Preservation Society at a public meeting at the Civic Hall in Ballarat.

To celebrate this milestone a dinner at the Brewery Tap Hotel Warrenheip was organised on the 28<sup>th</sup> May 2011. A number of foundation members were able to attend and were presented with a certificate to commemorate the occasion. The evening was a resounding success with a number of members travelling from interstate to attend.

There was also an "open day" for members at the depot that weekend.

Many thanks to Richard Gilbert and Neal Lardner for organising the weekend events, Warren Doubleday for the slide show and Neville Hesketh for the beautiful calligraphy on the certificates.

For some time space in the shed has been at a premium and the Board resolved to take steps to rectify this by building a substantial shed at the Bungaree property the museum owns. Thanks to a large anonymous donation and money left to the museum from the estate of former member Brian Morrell we were able to proceed with this project and the shed is now in place at Bungaree. Thanks especially to Paul Mong who undertook the major organisation of this project.

This year also saw the completion of the upgrade of the display area in tram 39 and the end results are stunning. The display

panels tell the story of trams in Ballarat from horse trams, electricity and the present day through words pictures and electronic touch screens. The result is truly professional and adds considerably to the experience visitors to the depot will have.

Congratulations to Warren Doubleday and Paul Mong and all those involved in the project. The generous donations from our membership also allowed us to complete sealing the floor in the 'old' shed and clad the wall between the sheds to create a display wall. A much needed improvement.

The Museum was also successful in obtaining a number of grants over the past year largely due to work of Warren Doubleday. It is becoming more important to access grants from all levels of government. The new display area is an excellent example of how such grants can allow us to undertake projects to a professional level.

This year the Museum received a substantial bequest from the estate of member Keith Atkinson who passed away during the year. The Board will spend some time considering the most appropriate way of putting this money to good use.

Our weekday workers continued to service, paint, clean and restore our fleet of trams also maintaining the infrastructure in the Depot and Wendouree Parade. Tram 27 returned to service with a sparkling new paint job. In fact it was used for the members charter at the AGM. I wonder what delight awaits us this year.

In August 2010 eight of our members travelled to New Zealand to participate in the very successful COTMA Conference which was hosted by the Wellington

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Tramway Museum. We were delighted to be joint recipients with the Western Springs Tramway (MOTAT) of the COTMA Excellence and Recognition Award (EAR Award).

The Museum was again involved with the annual Begonia Festival held in the Gardens . This year it was over the long weekend in March.

We provide a free service during the three days in return for a set fee due to an operating agreement with the Begonia Festival Committee and the City of Ballarat. The numbers of passengers carried this year were phenomenal and we have become an integral part of the festival. It also gives our members a feel for what it is like to run a REAL tramway.

The Museum was also involved in Heritage Weekend held in early May. This saw us operate the horse tram for one day. Again it was done with the support of the City of Ballarat. It is important that we are able to run the horse tram as it is an important part of our collection and is in working order. It is very costly to run as we cannot operate under live electric wires which puts severe restrictions on where it can be used in Wendouree Parade and where we can operate our electric trams. Horses are also much more expensive to run than electricity. Heritage Weekend and the horse tram are a perfect fit and we are grateful to the City of Ballarat for its support which enables us to operate the horse tram at least once a year.

The last year saw the passing of member Keith Atkinson and Anne the beloved wife of stalwart Austin Brehaut. Our condolences to both families.

The year has seen the general work of the Museum continue. We have welcomed

new members and our membership is at its highest for many years. We have trained new operational (traffic) staff. We have welcomed new day workers so the Museum continues to move along.

Major track works in Wendouree Parade were carried out by Richard Gilbert, Al Reither and their very able crew. This sort of work is a sign of the age of our infrastructure and we will have to be very careful how we manage these areas in the coming years.

It would seem the fortunes of the Museum and indeed all the attractions in the Gardens precinct are tied to the water level of Lake Wendouree. The last few years when the lake was dry saw visitor numbers in the gardens low and as a result we suffered.

With the massive rainfall which fell in Victoria in late 2010 and early 2011 we saw Lake Wendouree fill completely. We are now assured it will not dry up again. Since the lake filled there seems to be new vitality in the precinct. This has been reflected in higher passenger numbers.

I would like to thank the City of Ballarat and its officers, VicTrack, Department of Transport, Local, State and Federal politicians and businesses for their continued support and sponsorship.

Finally I would like to thank the Board, our dedicated volunteers and members for the work and support over the last year.

Volunteer organisations such as ours exist due to that continued effort.

*Greg Rodgers*

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## 2. Secretary's Report

The past year seemed even busier than the previous one. The volume of electronic correspondence seems to be climbing exponentially and there is always something which should have been done last week.

Membership continued to climb and has now reached 200 for the first time in over twenty years. Although we lost eight members we gained fifteen new members. There are currently sixteen junior supporters. Twenty-nine members live interstate and seven overseas. Sadly, long time members Keith Atkinson and Denis Culotty passed away. Both had joined in 1971.

The Board met nine times during the year and, as is the norm, a tremendous volume of business was conducted in a harmonious manner. At election time Clayton Giles and Gavan Dorian decided that their family commitments did not allow them to do the Museum justice and retired. We thank them both for their contribution. Andrew Mitchell and Neil Lardner were more than happy to fill the positions and have proved welcome additions. Andrew returns after an eighteen year absence and we have ensured that Neil has had more than enough to do since joining.

Stephen Butler's life has been extremely hectic in recent times and he decided to relinquish the presidency after six years in the chair. He remains, however, on the Board as an ordinary member. Long time Board member, Greg Rodgers, has stepped up to the task. Greg brings a lifetime of experience in conducting meetings on top of his thirty-five years of experience in operating the big tramway in Melbourne.

The Safety & Incident Management Committee met five times during the year. Internal audits were performed, but Transport Safety Victoria again spared us the always daunting experience of an external audit. Occupational safety is just as important as rail safety and during the year the Board appointed Paul Mong as the Museum's Safety Co-ordinator. Considerable progress has been made in addressing OH&S issues, particularly at the depot.

I continued as editor *Fares Please!* This year all but one featured colour and five of the six extended to twelve pages. In June the Board decide that in future it should be posted flat to members which, unfortunately, doubles the cost of postage. A major revamp of the way it is produced has simplified the process of producing a full sized version for electronic distribution and this is now offered either as an alternative in pdf format or in addition to a 'hard' copy. I must again thank Alan Bradley for his wonderful articles and also Richard Gilbert. The 40<sup>th</sup> anniversary is proving a wonderful opportunity to recall the past. Of course, 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. *Fares Please!* is now available on the site and members who choose to advise me of their email address can access the current edition.

As in every year I will again single out Dave Macartney to thank him for his assistance. Without him my job on a daily basis would be so much more difficult.

*Peter Winspur*

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### **3. Marketing Manager's Report**

Our marketing particularly operates in two areas. The first being souvenir sales which sees books, postcards, DVD's and badges, both button and enamel brooch styles, sold to customers at our Sales Counter. There are souvenir sales on the trams, mainly in the form of postcards, fridge magnets, badges and our guide book. Our own members also purchase books, particularly when new items are stocked. The second form of marketing is that of group travel and charters. This is quite constant with a number of charters being run for seniors and school groups during the year.

The fitting out of the display area and the accompanying purpose designed sales area has made our presentation much more up to date and conforms with the expectations of customers. The design allows for the person looking after that area to sit at the sales counter to provide a presence, which can increase sales as there is someone there to provide information and assistance, and this also adds to security whilst visitors are in the area.

The potential charter market we have pursued for some time now is that of hosting a regular children's party trams. Whilst all the issues have been researched and an overall concept drawn up, the issue holding back the proposal is that of finding a person to act as party 'host'. To provide for consistency in the running of parties we need a person from outside the museum. We need someone who is in that particular business. Efforts have been made to seek out such a person but to no avail. One option is to have the parents take charge of the party and the Museum can offer advice as to the format. We believe there is a lot of scope for this business in a city the size of Ballarat and this would add greatly to

our income and at the same time provide a novel birthday for groups of children of up to about 20.

We have also considered the matter of a loading platform for seniors groups boarding our trams. In this day and age, seniors seek better access to trams than from the days we remember of our youth, when everybody just took it as a matter of course they had to take the big step up into the tram. We need to consider our market in this area and develop an arrangement to assist those who may have disability issues. The matter is still being pursued.

Our brochures are delivered to motels and other venues in Ballarat. We believe that advertising within Ballarat gives our best return for the advertising dollar, as tourists visit Ballarat for its many attractions and at that point is where we put our name forward as one of the attractions to visit. People do not come to Ballarat just because they read about our museum at some distant location and that sets their plans in place. The bigger advertising agencies tempt people to visit Ballarat, and once there, we then need to promote ourselves as one of the attractions.

Our revamped, all colour brochure, for the visitor to our museum, is handed out to passengers. This brochure tells of the history of the tramways in Ballarat, the trams themselves and the museum concept overall. It is something people take away and show others. It is a good marketing tool and something tangible for our visitors to retain after their visit.

Marketing is important to any business. New ventures have to be tried and regular business has to be monitored to ensure it is still promoting the Museum and returning income. I enjoy the role and look forward to progressing the proposals above.

*Richard Gilbert*

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## 4. Museum Services Manager's Report

During the year, major progress on cataloguing outstanding items was made with over 430 items added to the collection including Peter Bruce's photographs of Ballarat and the SEC drawing that were obtained when the tramways closed in 1971. Many photographs are now received as digital images and these are now being catalogued as such.

A number of significant acquisitions were made:

- Bill Kingsley's slide collection of Ballarat trams and ourselves was scanned for cataloguing
- Stuart Lodington photo slide collection
- Photographic albums and many associated items from the Wal Jack Collection
- Various signs, files and tramway materials from former SEC Manager Bill Llewellyn.

The refit of the display / exhibition space alongside tram 39 is nearing completion with the installation of the panels that tell the story of Ballarat tramways through the eyes of the trammies underway. The panels were shown to members during the 40<sup>th</sup> anniversary of the foundation of the Museum. Eight of the nine panels featuring a digital photo screen will present other photographs and movie sequences from the Museum's collection. Miles Pigdon of Milestone Design has undertaken this work which has received many compliments.

A new sales counter / cupboards has been installed in the rear of tram 39 which improves the appearance of the sales area. Installed in the centre of the display area has been a touch screen computer system where visitors can view movies of trams

in Ballarat and the Museum's catalogued collections. It is planned to place the former display panels on to the wall of No. 3 road and add old signs etc. above them. To enable this, the wall itself was sheeted for about two thirds of its length.

The Museum's web site continues to be maintained and kept up to date with respect to museum operations and links. During the year, a third on-line exhibition was added, *Ballarat Horse Trams Still at Work*, which features photos of the Horse Tram operating at Ballarat. The number of "unique" or different visitors to the site has increased from about 600 per month to the high 700's. A popular download continues to be the on-line exhibition of the history of the Ballarat Botanic Gardens and its trams. The web site is a major source of information about the Museum and its activities.

The major addition made to the website just before the end of the year was the first of three *movies* featuring photographs and movie sequences of specific Ballarat precincts, looking at the tramway days and how the precincts appear today. The first three precincts were the Railway Station, the former Post Office area and Hospital Corner. Further will be added as time permits. The photographs for these precinct presentations have been drawn from the Museum's collection of photographs. Each of the presentations has an accompanying file which gives details of the image from the Museum's collection such as the date and details of the photographer. These are well worth watching.

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*

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## 5. Technical Services Manager's Report

Another year has passed very quickly and I'm back here writing. Where has the time gone? I am very proud to have a high number of trams available for use, with a very limited number of volunteers to do the work. I took a Monday to Friday position with V/LINE Ballarat in 2008 to allow myself more time at the tram shed. I seem to be there almost every day. If I retired now I could make it a full time job! We achieved a lot during the year with some small and big tasks being completed.

Improvements to the inside/outside of the depot building during the year included:

- Installation of more shelving to store tram parts, overhead and general materials
- General clean up of materials – better storage for chemicals paints etc
- Assisting with the redevelopment of the Museum Display area
- Small repaints to the outside of the building after graffiti attacks
- Replacement of roof guttering along the middle of the depot
- Construction of the 3 road wall
- Asphaltting of 3 road in conjunction with the upgraded displays.

Miscellaneous jobs included:

- Painting of the tram shelter at gardens loop
- Painting of the tram stop poles
- Assisting Council with major road works at the Gardens Loop
- Assisting Council with the sealing from depot junction south towards Carlton St
- Levelling out of our own car park at rear of the tram depot
- Cleanup of the depot after the January floods.

A record four rail joints were replaced in Wendouree Parade over a three day period due to broken rails. Thanks to Allan, Bob Murphy, the Bertram family, Richard Gilbert and Peter Bruce. A piece of defective flange was replaced with new steel at the north gardens end of the line. During the year we were offered surplus rail from the Victorian Goldfields Railway. We accepted this rail for our new storage shed at Bungaree. It is 60lb rail that is no longer fit for main line use but is fine in its new role. During May we obtained thorough Yarra Trams surplus pointwork from a depot relay of Essendon Depot.

The overhead continued to be maintained as required. We overhauled a number of the old 'SEC' bracket arms and scroll work for reinstallation in Wendouree Parade.

At Easter we were offered surplus overhead fittings at short notice from the intersection of Spencer and Bourke Sts in Melbourne by Yarra Trams. We were working on the track in Wendouree Pde and at 4 pm, Richard and Myself made a dash down the highway to recover fittings as they were being pulled out of the sky. New overhead was being installed while we were there. Peter Bruce met us with his ute. We hadn't worked directly before with Yarra Trams and their staff were very happy with our work ethic on what was a building site. We were armed with a pair of bolt cutters and chopped off the fittings from the running wire and old spans and placed them in the back of the ute. The mass of what came down was amazing and we were told to take it all, an intersection of wiring is huge when on the ground. Somehow we fitted it all into the back of the ute. With assistance from Yarra Trams staff we had it loaded in under 3 hours and got back around 11pm. The next day we continued our trackwork at the lake, while Peter Bruce's son Adrian brought the ute

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up from Melbourne.

Continuing our good working relationship with Yarra Trams, we obtained further overhead fittings from Essendon Depot in May again working to a tight timeframe. On the way home we visited Yarra Trams staff at EGATE depot, and a contractor from John Holland was there. He said they also had old overhead fittings from another job at their depot. Another dash across the city, and another slow trip up those Pentlands with Alan, Myself, his ute and trailer. Most of the colder months have been spent in dismantling, cleaning and storage of these fittings.

Two containers, one purchased by COTMA and the other one by the BTM have been placed into their final position at Bungaree by a crane. We are looking into the process of fitting out these containers with shelving for storage of parts. At Bungaree routine site maintenance as required was carried out during the year. Preparation works inside the new tram storage shed have been carried out.

In November VICTRACK offered us trams 908 and 951 from Preston Workshops. They had been used for some parts to keep Yarra Trams W class trams in service. These trams are of no further use due to years in outside storage in Melbourne and accident damage. They have supplied us with parts which we can reuse. We were also given another car for spares, 998, but at this time it remains stored at Bungaree. This tram is in good condition and may be reoffered to another museum group.

Through the MTPA and COTMA we obtained spare number 15 bogies with GE288 motors no longer used in Melbourne. They have been stored for future works on trams 12 and 22 when we eventually end up restoring these cars.

We continued our good working relationships with fellow museums, in particular

the MTPA and Tony Smith, where we have assisted in dismantling collision damaged trams for spare parts, and helped each other out when required. Ian Seymour at the AETM spent a lot of time on the bearings which were turned in Adelaide for tram 38. Ian then took time off to drive over to Victoria to reinstall them into the trucks.

Our thanks to AETM (Adelaide), John Shaw from Puffing Billy, Bendigo Tramways, COTMA, the Department of Transport, in particular Adrian Ponton, Yarra Trams (various staff) and VICTRACK, in particular Mike Ryan, for all your support and generosity.

### **Tramcar Status:**

**Numbers: 8,13,14,18,26,27,28,33,40,661 and 671** in service and receiving routine attention as required

**Number 1:** Had a small touch up of paintwork for the Heritage Weekend.

**Number 12:** Very little work was carried out on this tram during the year. A lack of workers and money is slowing this project down.

**Number 22:** Work continued on during the year with the stripping down of this car and general heat gun work.

**Number 38:** Work to finish off the trucks on this car is continuing with the reassembly of the traction motors complete, and re-installation into the trucks. New bearings were made and turned by our friends at the AETM during the year. The underneath of the tram has been painted.

**Trams:** 11,21,32, 865 and 924 stored at Bungaree.

We are looking forward to the next year's works projects. My thanks to all members who gave time during the year. There are too many to name but you know who you are.

*Alastair Reither*

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## 6. Operations

### Manager's Report

In my report last year I wrote "Our patronage levels remain of concern, although early indications since the end of the year with Lake Wendouree filling again, are encouraging." This indeed proved to be the case. In that year we lost two days because of staffing issues. This year we lost two days because of rain and yet still managed to post the best patronage figure since 2003-2004 when the first year of free rides during the Begonia Festival dramatically increased rider ship. Beyond that we need to go back to 1990-1991 to find a better year.

There is no doubt that water in Lake Wendouree and flowers in green gardens has had a dramatic effect on visitation to the area and with this usually comes increased patronage for us. The drought broke early in the year and on Saturday 4<sup>th</sup> September 2010 it was so wet that no attempt was made to operate. By Friday January 14<sup>th</sup> 2011 the lake had overflowed and we were again prevented from running for a day. Even though a wet day saw a loss of some 200 passengers at "Springfest", patronage on regular operating days saw a healthy increase over the year. Superb weather led to a great Begonia Festival although Heritage Weekend was dampened by rain. The final result was an improvement of some 3500 passengers. A wonderful result.

The Begonia Weekend was again the usual highlight of the year for the Museum. Our crews performed magnificently, carrying 7276 people over three days, the best result since 2004. Twenty-six of our members assisted and as usual our Perth members, John Shaw and Lindsay Richardson came over to assist. A wonderful barbecue,

arranged at short notice by Alastair Reither, was held under the stars at Bungaree on the Saturday night.

Heritage Weekend (over the Mothers' Day weekend) is now an annual event and we were asked to again participate. This year we were disappointed to learn that Lyle Drayton who has provided his horses for many years was to retire before the day. He suggested that John Baird of Mernda as a replacement. Unfortunately, John was already committed on the Saturday, but agreed to assist on the Sunday. Showers during the day did dampen the enjoyment, but 338 people enjoyed a ride behind horse power. The top deck proved to be rather damp at times and less popular than usual!

Our traffic staff received a very welcome addition in Greg Fitzgerald. Greg, a former tramway inspector in Melbourne, needed little more than an orientation and some refresher training and he was soon pressed into service. He has now become one of our most regular drivers. Adam Francis joined as well and we are hoping to start his driver training in the new year.

After many years as a conductor Austin Brehaut decided that his body was telling him it was time to retire from active duty. A great loss. However Austin is still a regular, but now as a depot guide. This is a task that few are prepared to take on. It can be very quiet at times, but our visitors really appreciate someone who is prepared to spend time with them.

As always my thanks go to all our traffic staff for their hard work during the year. Particular thanks go to Richard Gilbert who has probably spent more time at the controls than anyone else over the year. And he found time to run the tram on Christmas Day!

*Peter Winspur*

**2010/2011 OPERATING STATISTICS**

	<b>DAYS RUN</b>	<b>KILOMETRES RUN</b>	<b>PASSENGERS CARRIED</b>	<b>AV PASS PER KM</b>	<b>AV KM PER DAY</b>	<b>AV PASS PER DAY</b>
JULY	16	466.0	590	1.27	29.13	36.9
AUGUST	10	307.0	342	1.11	30.70	34.2
SEPTEMBER	16	555.0	1123	2.02	34.69	70.2
OCTOBER	15	501.0	1556	3.11	33.40	103.7
NOVEMBER	11	343.2	525	1.53	31.20	47.7
DECEMBER	13	458.2	1052	2.30	35.25	80.9
JANUARY	28	928.8	2015	2.17	33.17	72.0
FEBRUARY	10	292.4	488	1.67	29.24	48.8
MARCH	12	661.9	7756	11.72	55.16	646.3
APRIL	21	623.6	1332	2.14	29.70	63.4
MAY	10	400.6	1622	4.05	40.06	162.2
JUNE	11	306.0	407	1.33	27.82	37.0
<b>TOTAL</b>	<b>173</b>	<b>5843.7</b>	<b>18808</b>	<b>3.22</b>	<b>33.78</b>	<b>108.7</b>
Overall Total	6342	253786.3	644766	2.54	40.02	101.7
Previous Year	170	5886.4	15233	<b>2.60</b>	<b>34.43</b>	<b>89.6</b>

Note: Overall Kilometre total excludes Km run in Melbourne.

**2010/2011 TRAMCAR STATISTICS**

<b>CAR</b>	<b>2010- 2011 TOTALS</b>			<b>PROGRESSIVE TOTALS</b>		
	<b>DAYS RUN</b>	<b>HOURS RUN</b>	<b>KILOMETRES RUN</b>	<b>DAYS RUN</b>	<b>HOURS RUN</b>	<b>KM RUN</b>
1	1	7:00	19.0	10	35:45	103.2
13	16	72:08	498.4	447	2075:02	13358.1
14	26	103:19	649.2	1223	5640:58	40177.7
18	7	34:10	232.4	861	4022:36	26634.3
26	9	29:02	175.2	680	2980:12	24444.4
27	38	176:08	1103.1	1551	6840:02	49059.7
28	29	122:08	786.2	663	2750:59	18442.4
33	37	166:31	1102.6	1230	5362:10	36657.9
38				220	608:50	4188.6
40	12	44:52	287.2	453	1746:17	13160.0
661	11	64:56	432.8	430	1401:48	9162.7
671	31	78:30	508.2	543	1689:18	11019.0
8	10	9:45	49.4	138	142:28	555.0
Bendigo Trams *				203	947:00	6359.2
466				20	81:00	530.7
<b>TOTALS</b>		<b>908:29</b>	<b>5843.7</b>		<b>36324:25</b>	<b>253852.9</b>
<b>PREV YEAR</b>		<b>924:22</b>	<b>5886.4</b>			

\* 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, 2011

**2010**

\$	<b>CURRENT ASSETS</b>		
100	Cash on Hand		280
42,782	Commonwealth Bank of Australia		18,245
28,000	Commonwealth Financial Services		16,000
100	Debtors & Prepayments		3,612
13,611	Stock on Hand (at lower of cost or sale value)		11,471
<u>84,593</u>	Total Current Assets		<u>49,608</u>
	<b>NON CURRENT ASSETS</b>		
20,125	Land & Buildings (at cost)		20,125
60,697	Tram Depot & Trackwork (at cost)	58,662	
(46,580)	Less Provision for Depreciation	<u>45,512</u>	13,150
39,052	Electrical & Overhead Equipment (at cost)	35,851	
(11,082)	Less Provision for Depreciation	<u>9,315</u>	26,536
4,101	Trams (at cost)	4,101	
(4,101)	Less Provision for Depreciation	<u>4,101</u>	0
11,033	Other Equipment (at cost)	9,101	
(9,202)	Less Provision for Depreciation	<u>5,488</u>	3,613
200	Motor Vehicle (at cost)	200	
(200)	Less Provision for Depreciation	<u>200</u>	0
115,024	Trams Restoration (at cost)	117,933	
(81,582)	Less Provision for Depreciation	<u>86,375</u>	31,558
34,816	Museum Equipment (at cost)	73,035	
(20,285)	Less Provision for Depreciation	<u>21,335</u>	51,700
<u>112,016</u>	Total Non Current Assets		<u>146,682</u>
<u>\$196,609</u>	<b>TOTAL ASSETS</b>		<u>\$196,290</u>
	<b>CURRENT LIABILITIES</b>		
1,304	Creditors		0
15,475	Grants Received in Advance		10,701
<u>16,779</u>	Total Current Liabilities		<u>10,701</u>
<u>16,779</u>	<b>TOTAL LIABILITIES</b>		<u>10,701</u>
<u>\$179,830</u>	<b>NET ASSETS</b>		<u>\$185,589</u>
	<b>ACCUMULATED FUNDS</b>		
<u>\$179,829</u>	Accumulated Funds as at 30th June, 2011		<u>\$185,425</u>

**BALLARAT TRAMWAY MUSEUM INCORPORATED**  
**Association No. A0031819K**  
**Statement of Income & Expenditure for Year Ended 30th June, 2011**

<b>2010</b>			
<b>\$</b>	<b>INCOME</b>		
4,297	Membership Subscriptions		4,323
35,430	Donations Received		28,446
(617)	Surplus Souvenir & Kiosk Operations		992
16,774	Fares		19,945
4,754	Advertising		4,218
714	Interest Received		2,087
2,300	Grants Received - GVEHO Program		0
6,596	Grants Received - Other		9,124
5,400	City of Ballarat Sponsorship		5,500
925	Sundry Income		3,860
<u>76,573</u>	<b>Total Income</b>		<u>78,495</u>
	<b>LESS EXPENDITURE</b>		
1,012	Advertising	1,047	
190	Bank Charges & Duties	270	
4,005	Bungaree House Expenses	4,876	
10,018	Depreciation	13,101	
2,165	Electricity	2,635	
2,823	Fundraising Costs	0	
1,532	General Expenses	6,440	
14,856	Grant Money Expenditure	9,124	
8,695	Insurance	9,171	
150	Land Rent	250	
1,329	Medicals	454	
331	Motor Vehicle Expenses	344	
1,530	Printing & Stationery	2,617	
528	Rates	613	
13,638	Repairs & Maintenance	18,717	
724	Subscriptions	713	
2,387	Telephone & Postage	2,363	
95	Training	0	
<u>66,008</u>	<b>Total Expenditure</b>		<u>72,735</u>
<b>\$10,565</b>	<b>SURPLUS (DEFICIT) FOR YEAR</b>		<b>\$5,760</b>
169,264	Accumulated Funds as at 30th June, 2010		179,829
<u><b>\$179,829</b></u>	<b>Accumulated Funds as at 30th June, 2011</b>		<u><b>\$185,589</b></u>

**BALLARAT TRAMWAY MUSEUM INCORPORATED**  
**Association No. A0031819K**  
**Statement of Cash Flows for Year Ended 30th June, 2011**

<b>2010</b>			
<b>\$</b>	<b>Cash Flows from Operating Activities</b>		
96,106	Revenue from Operations	71,990	
(58,267)	Payments to Suppliers and Employees	(62,667)	
714	Interest Received	2,087	
<u>38,553</u>	Net Cash provided by Operating Activities (see Note 2)	<u>11,410</u>	
	<b>Cash Flows from Investing Activities</b>		
0	Additions to Tram Depot & Trackwork	0	
(708)	Additions to Tram Restoration	(2,909)	
0	Additions to Other Equipment	(3,496)	
<u>(3,060)</u>	Additions to Museum Equipment	<u>(41,362)</u>	
<u>(3,768)</u>	Net Cash used in other activities	<u>(47,767)</u>	
34,785	Net Increase (Decrease) in Cash Held	<u>(36,357)</u>	
36,097	Cash at beginning of year		70,882
<u><u>\$70,882</u></u>	<b>Cash at end of year</b>		<u><u>\$34,525</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	280
42,782	Commonwealth Bank of Australia	18,245
28,000	Commonwealth Financial Services	16,000
<u>\$70,882</u>		<u>\$34,525</u>

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

10,565	Operating Surplus (Deficit)	5,596
10,018	Depreciation	13,101
	<b>Changes in Assets and Liabilities</b>	
(100)	(Increase) Decrease in Debtors	(3,348)
1,741	(Increase) Decrease in Stock on Hand	2,140
854	Increase (Decrease) in Creditors	(1,304)
15,475	Increase (Decrease) in Grants Received in Advance	(4,775)
<u>\$38,553</u>		<u>\$11,410</u>

# **BALLARAT TRAMWAY MUSEUM INCORPORATED**

**Association No. A0031819K**

## **Notes to and Forming Part of the Financial Statements Year Ended 30th June, 2011**

### **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, 2011**

(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, 2011 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 11th day of September, 2011

**G. Rodgers**  
**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 30<sup>th</sup> June 2011, 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 30<sup>th</sup> June 2011 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.

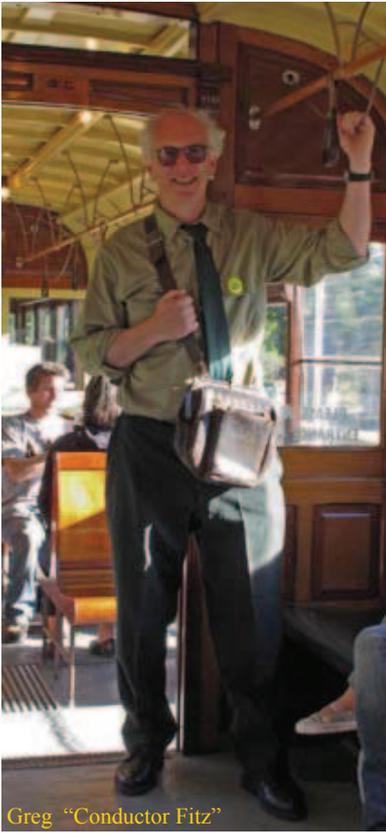
Paroissien Accountants Pty Ltd

R. G. Paroissien

Auditor

Registered Company Auditor No. 7930

Dated in Ringwood on 13<sup>th</sup> September, 2011.



Greg "Conductor Fitz"



Peter & John



Neil & Richard



Neil & Len



Allan

## Volunteers enjoying their hobby

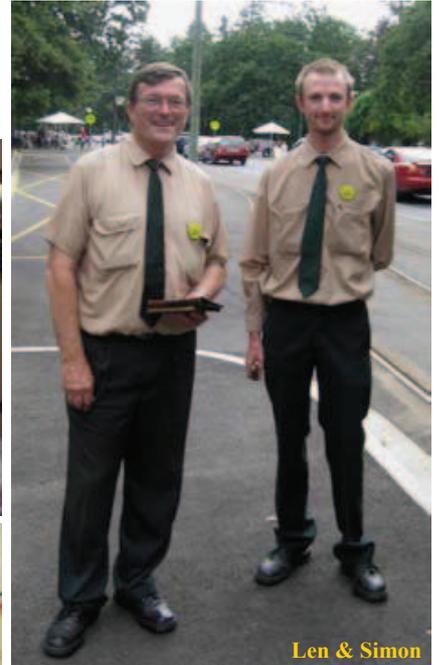
*Photos: Peter Bruce, Peter Winspur, Warren Doubleday & BTM collection*



Richard



40<sup>th</sup> Anniversary Dinner



Len & Simon



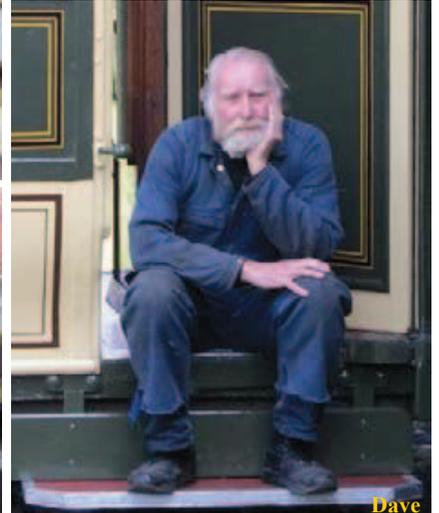
Bill & Roger



Janet, Kevin & Peter



2010  
COTMA  
Conference



Dave



*Why did we choose the top deck? Bruce Dixon 8/5/11*



*Where is the track? Paul Mong 14/1/11*



*Flowers again! Peter Winspur 12/3/11*



*The return of Lake Wendouree Peter Winspur 14/3/11*



*A new entry to the Gardens Peter Winspur 10/10/10*



*Trams 26, 27 & 28 enjoying the sunshine Warren Doubleday 9/5/11*

