

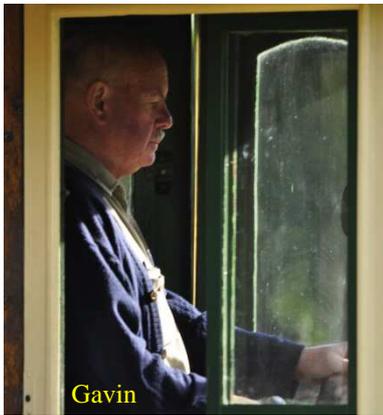
# Ballarat Tramway Museum Inc.

*Celebrating 40 Years*



## Annual Report 2011 - 2012

*Ballarat Trams are Ballarat History*



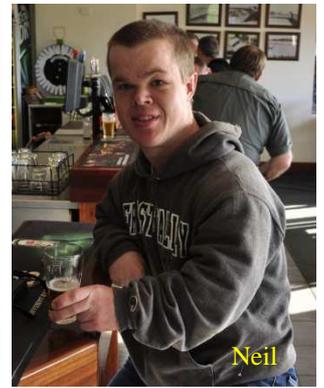
Gavin



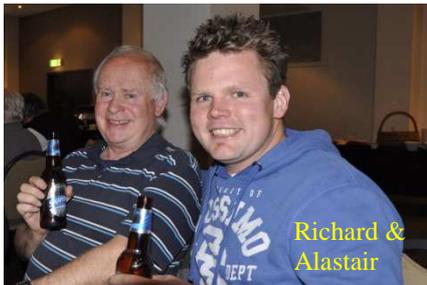
Dave



Aaron



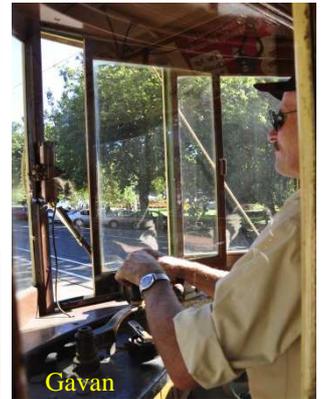
Neil



Richard & Alastair

## A Few of our Volunteers

Photos: Alastair Reither, Warren Doubleday, Peter Winspur, Geoff Gardner, BTM Collection



Gavan



Robert



John & Stephen



Roger



Peter



Paul



Simon



Ryan



Neville



Allan



Peter & John



Merle & Carolyn



Robert, Alastair, Len & Graeme



# Ballarat Tramway Museum Inc.

## Annual Report 2011 - 2012

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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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The Ballarat Tramway Museum Inc.	(Association No: A0031819K)
P O Box 632 Ballarat Vic 3353	Tel/Fax 61 3 5334 1580
Email: <a href="mailto:secretary@btm.org.au">secretary@btm.org.au</a>	Web: <a href="http://www.btm.org.au">http://www.btm.org.au</a>

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# 1. President's Report

Welcome to the Annual Report for the Ballarat Tramway Museum 2011-2012.

Again, I have to say the past year has seen a number of important milestones in the ongoing development of the Museum. Last year we celebrated the 40<sup>th</sup> Anniversary of the formation of the Ballarat Tramway Preservation Society which was later to become the Ballarat Tramway Museum. This year on Boxing Day we will celebrate 38 years of operation in Wendouree Parade. I believe the B.T.M. is unique in that we operate on original track in a street environment with a fleet of largely single truck trams original to Ballarat.

The Museum has now reached a point where a host of new challenges confront us.

Back in the early days of the B.T.P.S. the paramount aim was to set up a system which would allow trams to operate in Wendouree Parade, preserving an important part of the transport history of Ballarat. That has been done in a spectacularly successful way.

We have been operating for nearly 40 years and age is starting to catch up with our fleet. As a result we are now faced with major maintenance issues to keep our fleet in top operational condition. This is also true of the infrastructure, particularly the track in Wendouree Parade. When you read the various reports contained in the Annual Report you will see that everyone is aware of the matter at hand and it is being dealt with effectively.

Again we were able to access a number of grants from all levels of government due to the work of Warren Doubleday and Paul Mong. As a result we have been able to improve working conditions in the maintenance area. Paul has also continued working on upgrades in the electrical area.

The last year also saw the completion of the building of a substantial shed on our block at Bungaree. Thanks to Paul Mong and Al Reither for seeing the project to completion.

We are now in a position to store trams off site. This gives us flexibility in the management of our fleet and more space for maintenance activity in the depot.

The Museum was again involved with the Ballarat Begonia Festival held in the Botanical Gardens over the Labour Day weekend in March. We have an agreement with the Begonia Festival which is run by the City of Ballarat to provide a free tram service.

This year saw us carry the second largest number of passengers since this arrangement began a number of years ago. Over the years we have become an integral part of the Begonia Festival and it also shows how the trams can provide a pleasant efficient means of moving large numbers people. For one weekend we are not only a tourist attraction but also a true transport provider.

We also operated the Horse tram for one day during the Heritage Festival (Mother's Day). It was a successful day and the Board has made a decision to run the Horse Tram on a regular basis as we have been able to secure a reliable source of horses.

I have already stated that the way we run our organisation has changed dramatically over the years. It is no longer enough to have good intentions and plenty of high spirits. In order to operate we must have accreditation from Transport Safety Victoria.

This requires that we have a Management System and a robust Safety System. The amount of work involved in maintaining these systems is substantial. Our Secretary Peter Winspur and Warren Doubleday spend a considerable amount of time keeping our systems up to date. We are audited regularly by Transport Safety Victoria and our last audit was successful largely due to the work of Peter and Warren. My thanks to both of them.

The past year also saw the passing of two members. Bill Kingsley and Bruce Worthington. Bill was known well throug-

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out tramway museum fraternity. He was active at Ballarat early in the development of the Museum and was engineering manager for a period in the early days. Perhaps the most significant and enduring contribution Bill made to the tram preservation movement was the fact he was the driving force behind the first COTMA conference at Ballarat and the formation of COTMA as an organisation.

Bruce was a long standing member who hailed from Sydney. He was a regular visitor to Ballarat particularly at Begonia Festival time. He will be missed.

Our condolences to both families.

This year has seen the general work of the Museum continue. We welcomed new members and our membership continues to grow. We have trained new operational staff (conductors & drivers). We welcome all.

I would like to thank the City of Ballarat and its officers, VicTrack, Department of Transport, Local, State, and Federal politicians and local 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.

*Greg Rodgers*

## **2. Secretary's Report**

Another busy year has passed. If I were still employed, I would be struggling to keep up with the secretarial duties, let alone edit *Fares Please!* and oversee our operations.

Membership remained healthy at 194 plus fifteen junior supporters. Seven new members and five junior supporters joined during the year. One junior supporter became a full member.

To acknowledge the exceptional contribution that Richard Gilbert has made to the Museum over a period of over forty years, the Board recommended to the membership that he be made our first life member. The recommendation was accepted with acclamation.

Sadly, long time members Bill Kingsley and Bruce Worthington succumbed to cancer late in the year. Both had joined in 1971. Bill's efforts in 1974 in overseeing the completion of the track work were vital in the commencement of the Museum's operations in Wendouree Parade. Less than a year later, Bill was instrumental in arranging a conference which led to the establishment of COTMA, the umbrella body for the tramway museums of Australia and New Zealand.

The Board met nine times during the year and, again, an enormous volume of business was conducted in a harmonious manner. Alterations to the Rules of the Association to comply with changes in the Act were put to the Annual General Meeting and approved. The Board approved revised Marketing and Business Plans, a Working with Children Policy, a Volunteer Code of Conduct, and an Interpretation Policy, to name a few.

The Safety & Incident Management Committee met five times during the year. Two internal safety audits were performed. Auditors from Transport Safety Victoria visited in February. Their findings proved how difficult it is to ensure that a complex management system is adhered to to the letter. Different interpretations of some of the wording of our Safety System led to considerable communication following the audit. Finally, all outstanding issues were resolved. Not one of the five non-compliances found by the auditors would have led to a compromise in the safe operation of the museum.

Rail safety is only one part of the Safety Committee's responsibility and during the year Paul Mong developed procedures for the operation of the Museum's tools and equipment and these were approved by the Committee. I believe it is fair to say that the Committee is very proud of its commitment to the safe operation of not only the trams but the workplace as a whole.

I remained the editor *Fares Please!* This

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year all editions featured colour and five of the six extended to twelve pages. The decision by the Board in June 2011 has seen all copies to members posted flat. Surprisingly, this has actually made the mail out process simpler. As the cost of postage doubled as a consequence it was decided to offer members an electronic version as an alternative. Members are also able to receive both versions.

Some forty members took up the offer to receive only the electronic version. The downside for the secretary is the need to maintain an accurate email list which also includes different mailing lists. In keeping with recent trends, the Museum decided that, where possible, fellow museums would receive their complimentary copy electronically.

I again thank Alan Bradley for his wonderful articles and also Richard Gilbert. The 40<sup>th</sup> anniversary of the founding of the Museum and the closure of the SEC tramway system has been a great opportunity to recall the past. As always, I continue to seek suitable articles and photographs for publication.

Our web page continues to be a vital tool in promoting the Museum and I thank Warren Doubleday for continuing to maintain and upgrade it.

As in every year, I 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*

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

Our retail marketing continues to return a reasonable income to the museum operation overall. The new sales area and better display of books and other items makes the display more interesting for the public whilst purchasing items. A decision was made to stock a range of souvenir items of a more trivial, but marketable nature, such as drinking straws with a tram motif and

pencils with a tram style rubber. Tea towels and small publications and postcards of trams elsewhere other than in Ballarat have also been stocked. These products have sold well to school groups and children accompanying parents. The sale of second hand tramway/railway books, mainly donated magazines, is also a revenue earner and since its introduction has been quite successful for no outlay. Shortbread biscuits in a tin, with our horse tram embossed and printed on the lid, were stocked and have since been re-ordered as they have been so popular.

The other important area of marketing is in tram charters and these have been constant during the year. We regularly have seniors and school group charters and we have also operated trams for birthday events and weddings. The concept of the birthday tram for this specialized market should pick up pace in the coming year as the Board has set aside a 'W' class tram in our possession to be specifically prepared and painted appropriately for this market. There were a couple of birthday charters operated during the year using trams in our current operating fleet. The operation of the horse tram on Mothers' Day this year gave us good publicity and a Sales Tent erected at the Gardens Loop that day made good revenue.

The public day during the 40<sup>th</sup> anniversary of our museum last September was a great success with many people attending. Our Sales Tent and the Face Painting Tent were popular along with the other attractions provided by the Clunes Old Machinery and Engine Club and the Lions Club barbecue. The tram rides were also popular.

Disability access is important and we are still considering options, particularly for seniors and people with mobility issues. In addition to considering a loading platform on our Depot access track, the Brisbane Tramway Museum has supplied photographs and details of portable loading platforms they use. This will assist us greatly in making a decision on what form of equipment we decide to choose.

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The website is an important point of marketing, as are the brochures supplied to accommodation venues around Ballarat. The recent innovation of APP's on mobile phones will see us experiment with placing the APP stickers at some of our tram stops from where the phone user will be able to download information about our museum.

Marketing our museum through traditional means and new technologies will keep our name before the potential visitor base and we need to keep up marketing efforts to maintain and grow passenger numbers and income.

*Richard Gilbert*

### **3. Museum Services Manager's Report**

The Museum's collection of items concerning the Ballarat Tramways and other associated material continues to expand. So much so, the expansion of our storage area is now needed and cannot continue to be delayed. Hopefully work can be physically commenced during 2012 – 2013. During the year, a number of large boxes to store larger items such as uniforms, drawings and objects were purchased. These have made the storage room now look full to capacity.

The Museum's collection of photographs and objects are frequently used in our presentations, such as those done for the 40<sup>th</sup> Anniversary and on our website. One project commenced is to interview our long standing volunteers and record their stories about the Museum. This year some 365 items were added to the catalogue.

One of the significant set of items added to the collection was that of the Wal Jack photograph albums and other Wal Jack material. The Museum was subsequently loaned Wal's Ballarat Tramway album by his descendants. This has now been scanned and each photograph added digitally to the collection.

Other significant additions have been:

- Union and ESCo badges

- Postcards from Ian Barkla
- Papers from the last years of the SEC Ballarat trams and early BTPS papers.
- A collection of photographs from former SEC Manager, Bill Llewellyn.

The refit of the display area alongside No. 39 was completed during July/August. The display tells the story of Ballarat tramways through the eyes of the trammies. The former panels have been installed along No. 3 road wall. The display case inside No. 39, the display area, was repaired and objects that were used by the trammies themselves placed inside it. Other work in the area has been carried out.

The Museum has sought grants to install an exhibition around the Horse Tram and to tell the story of the tramway power supply in Ballarat but has not been successful in obtaining any funds for this as yet.

During the year, the Collection, Interpretation, Marketing, Business Plan and Collection care policies were reviewed and updated. These form part of our Museum Accreditation documents which were submitted to Museums Australia at the end of the year as part of our Museum Re-accreditation.

The website continues to be popular with about 700 to 800 unique visitors each month. An addition this year was an illustrated exhibition telling the story of the Begonia Festival and featuring many of the objects and photographs held by the Museum.

The review of the Gardens Masterplan by the City of Ballarat is continuing. We have provided input into this process and have taken the first steps towards the design of an extension to the Museum to house a much enhanced display area.

My thanks to all those who have assisted during the year in continuing to enable us to meet the aims of the Museum; which include the possession of a large catalogued collection to allow us to present the story of the Ballarat Tramways and its trammies.

*Warren Doubleday*

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### 3. Technical Services Manager's Report

The small but dedicated team in the maintenance division managed to achieve a lot of goals during the year.

We were joined by Geoff Gardner on weekdays, but at the same time lost Bryce to full time employment. The workshop staff as at 30<sup>th</sup> June was as follows:

Technical Services Manager:

Alastair Reither

Assistant Technical Services:

Warren Doubleday

Depot Curator/Head of tram servicing:

David Macartney

Electrician:

Paul Mong

Head Fitter:

Alan Snowball

Volunteers:

Daniel Edwards, Geoff Gardner

#### Tramcar Status:

**Cars: 1, 8, 14, 18, 26, 28, 40 and 671**

In service with general maintenance as required.

**Car 12:** No work undertaken during the year. The car was moved to 6 road to share the track with number 22.

**Car 13:** Withdrawn from service for a general overhaul and repaint along with fitting of new leaf springs to the truck to assist with the quality of the ride.

**Car 18:** Polished by Geoff during the year to enhance the quality of the ageing paint.

**Car 22:** Dave continued on with this project during the year. To date the ceiling on the car is almost fully stripped of old paint.

**Car 27:** After faultless running over the last few years, three axle bearings became defective and required replacement just at the start of the school holidays in January. This put the tram out of service, and at the time of writing this report we are still attempting to find a company to re-white

metal the bearings for us. The previous company in Ballarat provided replacement bearing about two years ago for this tram at a cost of \$500. This went up dramatically from a cost of \$150 - \$200 four years ago. We hope Puffing Billy may be able to help as \$1500 for the other three to be repaired is out of our current budget.

**Car 33:** This car was the last of our operating fleet in the originally applied SEC paint, we believe the SEC repainted the car sometime in 1968. Unfortunately, we were unable to save the olive green and after a number of touch-ups the overall look of the tram was shabby to say the least. I enlisted the help of Les Woodfield from the Bendigo Tramways who offered to head over and spray paint the green on to the car for us. All that was left for the workshop staff to do was remove forty years of dents, rust and prepare the car for painting. I am really pleased with the result of spray painting and will be continuing on with this method in the future. Brian Wood from *Signs on the Move*, designed side numbers, monograms, and for the first time we also got him to stick on the yellow side lining. The car was released into traffic on the 14<sup>th</sup> January 2012.

**Car 38:** After being stored for fifteen years the major overhaul on the bogies of this car was completed on the 6<sup>th</sup> August 2011. The smoothness of this tram had been forgotten about after all these years sitting in the back of the shed.

The works completed on this tram were as follows: Repaint of the roof and cream woodwork on the body, steam clean and paint the underneath of the body, replacement of defective timbers under the body. Trucks: removal of wheel sets and sending to the AETM for turning, pulling apart traction motors with one baked and dipped and the casing overhauled, complete replacement of all bearings in motors and trucks, replacement and overhaul of brake gear where required and the fitting of new rubbing plates.

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My thanks to Ian Seymour and Alan Snowball, who's long hours ensured that this was one of our best mechanical overhauls to date.

**Car 661:** The tram was lifted during the year and the trucks were cleaned and inspected for cracks in their frames. None were found. Cracking has always been a problem with these trucks.

**Cars 11, 21, 32, 865, 924, 998:**

Stored at Bungaree.

**Trackwork** Progress was pleasing during the year. We managed to remove all the defective broken rails between the depot junction and the old loop. Four joints were replaced, with a number of cracked ones re-welded on the head to smooth out the ride. Richard and Alan have lead the troops in this area due to my weekday work commitments. This work was completed by the 12<sup>th</sup> June 2012.

**Brake Blocks:**

New brake blocks were purchased during the year. This was not an easy process as each block is worth close to \$90 with a minimum order of 100. The treasurer was very loud down the other end of the phone when asked for a lazy \$9000 to pay for them! We had fully exhausted our original supply of blocks from Bill Harding's foundry who used to make them for the SEC. The foundry closed some ten years ago.

With the assistance of Adam Black from the PBR we were able to find a supplier in Queensland with the head office in Melbourne. We supplied our pattern to Chris Griffen of *Griffen Casting* and after some changes to the pattern they made then up for us. They are excellent stopping blocks and over the next few years most trams will be fitted out with them.

**Power supply:** Paul Mong continued his good work with the maintenance of the Substation and 600 volt equipment during the year.

**Overhead:** The overhead was attended to as required during the year. Minor maintenance to install new fittings was carried out on the depot fan, as well as our staff attending to a car which collided with one of our poles late in the evening on the 24<sup>th</sup> August 2011. As a number of spans broke, Victoria Police engaged the help of Powercor and ourselves to ensure that the overhead was put up as quickly as possible. We thank Powercor for assisting us with the use of their truck and supplies.

**Tower Truck:** New batteries worth \$400 were donated by BOND batteries during the year. The owner of the business lives in Carlton St overlooking the depot and is a great supporter of the tramway. We thank Mr Bond for his kind donation.

**Bungaree Storage Shed:** The new tram storage shed was completed by early September. During the year we obtained surplus 60lb rail removed from Castlemaine railway yard through the Department of Transport. We have used this in the new shed. A number of working bees were held, to place rail on to sleepers, lay to gauge, bolt up, and back fill with dirt.

The end result is that trams 865,924 and 998 have been placed under cover for the first time since arriving into our custody. This will preserve the roofs on these cars and keep out the weather. This project was completed on the 28<sup>th</sup> February 2012.

**Other works:** Another aspect of the tramway is the external work undertaken. We attended Newport workshops where a number of parts were obtained from scrapped 'W' class trams for use on our fleet. These parts like windscreen wipers, light fittings etc ensure that we have enough replacement parts for generations in the future.

Through VicTrack (Mike Ryan) we obtained three surplus No 15 bogies during the year, for use on our tramway. These will be kept aside and made into one good set for the eventual running of our Sliding

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door SW6 as the function/children's party tram at some stage in the future. We also transported the spare set of maximum traction bogies out to Bungaree.

The year has been a busy one, and special thanks to the guys who continued on with the repaint of 33 in my absence, after my mother became ill and passed away last October 2011. This had hit me like nothing on earth before and took me until January to become fully involved with the museum again. The support of the museum has been great.

My thanks to the following who made it all happen during the year:

Alan Snowball, David Macartney, Daniel Edwards, Jackie Smith, Tony Smith, Geoff Gardiner, Neil Lardner, Richard Gilbert, Phil and Matthew Bertram, Simon Green, Simon Jenkins, Len Millar, John Shaw (Perth), John Shaw (PBR), John Clowes and anyone else not mentioned.

Australian Electric Tramway Museum, Bendigo Tramways, City of Ballarat, Castlemaine and Maldon Railway, Department of Transport, Melbourne Tramcar Preservation Society, Powercor, VicTrack, Puffing Billy Railway.

New volunteers are always welcome, as we only have four or so of us in the workshop to maintain fifteen operating trams. If you can spare some time please do. We welcome you!

We look forward to bringing together more projects next year with the repaint of tram 13 underway, track work, the 100<sup>th</sup> anniversary of trams 18 and 40, along with the overhaul of 998 as the function tram. Time waits for no man! Best to keep moving.

*Alastair Reither*

## 6. Operations Manager's Report

After a sterling performance in the previous year, patronage dropped slightly during the year to 18,808. We have now carried 681,650 passengers since the commencement of operations. On 1.3 kilometres of track! The year proved to be somewhat uneven with the first six months proving to be the best since 2002. For reasons which escape us January and February were very quiet followed by the second busiest Begonia festival on record. Easter was disappointing and the weather kept people away during Heritage Weekend.

Statistics can prove almost anything, but it is fair to say that total patronage during the year was eleventh in ranking over the thirty-seven years and on a calendar year basis 2011 ranked ninth. There is no doubt that a full lake and green gardens have brought the visitors back.

Speaking of statistics, what was not mentioned by the Technical Services Manager was that all our operable trams actually ran during the year. This last happened in 1990-1991 and this was before Horse Tram No 1 was commissioned. Unfortunately, the failure of No 27's wheel bearings saw it placed at the rear of the shed from November.

The annual *Springfest* in October saw disappointing patronage, but this was livened by the return of the "Tram Pull" contest organised by *Rotary – Young Ambition*. This is a fun event where teams vie to see which one can pull a tram the quickest along the short section of double track at the loop. Our thanks go to Alister Morrison for arranging the event and to *Rotary* for their generous donation to the Museum. It is intended to repeat the event this year.

The Begonia Weekend was the usual highlight for the year for the Museum. Our crews worked as hard as ever and managed to carry 7,922 people over three days. This

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eclipsed the previous year of 7,276.

Twenty-six of our members worked a total of nearly 400 hours. As usual Gavin Young topped the scale with thirty-two hours and eleven minutes. The usual social evenings were held. Alastair Reither assisted by Paul Mong provided the barbecue on Saturday night. The new shed at Bungaree was christened as it was rather too cool to dine under the stars. The Wallace Hotel proved to be a great venue for a meal and a few drinks on the Sunday night.

Operating the Horse Tram has become a part of Heritage Weekend over the past few years and it was with disappointment that we learned rather later than we should have that the theme for the 2011 event would not involve the horse tram or the Gardens and that Council would not be assisting the Museum financially as a result. We had already found a new local person to provide the horses and the decision was made to operate anyway. Ballarat Regional Tourism agreed to list the Museum in the program.

Mother's Day proved to be very cold with alternating rain showers and sun being the norm for the day. It was unusual to see the tram running on several trips with all the passengers inside. Many towels were saturated as our crews attempted to keep the seats dry. Few people braved the gardens during the day and patronage was just sufficient to make a small profit. Len Millar, Neville Hesketh and Neil Lardner were our regular crew. The foresight of Richard Gilbert in providing a large marquee proved a lifesaver. Carolyn Cleak and Merle Clowes had a delightful day freezing inside it as they sold tickets and suitable sales items.

Due to the efforts of our earlier regular horseman, Lyle Drayton, we now have a replacement in Bruce Hill of Clunes, a local person who is able to supply great horses at a reasonable cost. Thank you Lyle and Bruce.

Our traffic staff has been augmented by two new drivers in Aaron McDonald and Greg Robinson and two new conductors in David

Weate and Michael Foley. Paul Mong has also found the time to assist on a regular basis.

Greg has plenty of experience driving *Red Hens* for the now closed Limestone Coast Railway at Mount Gambier, cable trams at Portland, gangers trolleys at Maldon and more recently electric trams in Bendigo. He was a breeze to train! Since the end of the year we have dragged Geoff Gardner out of the workshop (he didn't complain) and qualified him in almost all things operational.

One matter of concern was the quite new situation where Wendouree Parade has been closed for various running and cycling events. On one occasion trams were not able to operate all day and another day was programmed for July 2012. Road closures prevent visitors and local Ballarat people from accessing the gardens and the Museum has argued strongly that this has a negative effect on the permanent stakeholders. Our experience is that attendees come to the event and when it is over they leave having contributed little or nothing to the gardens. Representations to Ballarat Regional Tourism for some form of compensation were acknowledged and a precedent was set when agreement was reached for compensation for the July event.

The sad passing of Bill Kingsley, one of our long time and regular drivers, proved that we must keep seeking new staff if we are to maintain our commitment to run every weekend, holiday and school holiday. Bill took ill late in 2011 and was unable to drive his regular summer holiday shifts and at the Begonia Festival due to his treatment with chemo. Ultimately, it was probably fitting that his last day driving at Ballarat was in No 40 on Family Fun Day on 18<sup>th</sup> September 2011, the day we remembered the closure of the SEC tramway forty years previously. No 40 was the tram which closed the system on 19<sup>th</sup> September 1971.

As always my thanks go to all our traffic staff for their hard work during the year.

*Peter Winspur*

## 2011/2012 OPERATING STATISTICS

	DAYS RUN	KILOMETRES RUN	PASSENGERS CARRIED	AV PASS PER KM	AV KM PER DAY	AV PASS PER DAY
JULY	20	575.4	817	1.42	28.77	40.9
AUGUST	10	272.6	479	1.76	27.26	47.9
SEPTEMBER	16	429.0	1462	3.41	26.81	91.4
OCTOBER	15	590.9	1301	2.20	39.39	86.7
NOVEMBER	10	203.8	427	2.10	20.38	42.7
DECEMBER	14	452.7	973	2.15	32.34	69.5
JANUARY	30	914.5	1584	1.73	30.48	52.8
FEBRUARY	10	269.4	315	1.17	26.94	31.5
MARCH	15	649.1	8646	13.32	43.27	576.4
APRIL	21	644.4	1145	1.78	30.69	54.5
MAY	9	298.4	482	1.62	33.16	53.6
JUNE	11	329.8	445	1.35	29.98	40.5
<b>TOTAL</b>	<b>181</b>	<b>5630.0</b>	<b>18076</b>	<b>3.21</b>	<b>31.10</b>	<b>99.9</b>
Overall Total	<b>6350</b>	<b>259482.9</b>	<b>681650</b>	<b>2.63</b>	<b>40.86</b>	<b>107.3</b>
Previous Year	173	5843.7	18808	3.22	33.78	108.7

Note: Overall Kilometre total excludes Km run in Melbourne.

## 2011/2012 TRAMCAR STATISTICS

CAR	2011- 2012 TOTALS			PROGRESSIVE TOTALS		
	DAYS RUN	HOURS RUN	KILOMETRES RUN	DAYS RUN	HOURS RUN	KM RUN
1	1	6:55	15.0	12	42:40	118.2
13	19	91:21	582.6	485	2166:23	13940.7
14	24	110:52	676.9	1271	5751:50	40854.6
18	16	48:39	279.6	893	4071:15	26913.9
26	8	26:49	199.6	696	3007:01	24644.0
27	22	84:57	500.4	1595	6924:59	49560.1
28	44	173:39	1059.7	751	2924:38	19502.1
33	38	165:34	1039.5	1306	5527:44	37697.4
38	23	76:52	470.2	266	685:42	4658.8
40	7	17:16	133.2	467	1763:33	13293.2
661	9	38:24	207.7	448	1440:12	9370.4
671	23	69:52	399.6	589	1759:10	11418.6
8	8	11:28	66.0	154	153:56	621.0
Bendigo Trams *				203	947:00	6359.2
466				20	81:00	530.7
<b>TOTALS</b>		<b>922:38</b>	<b>5630.0</b>		<b>37247:03</b>	<b>259482.9</b>
Previous Year		924:22	5843.7			

\* 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, 2012

<b>2011</b>			
\$	<b>CURRENT ASSETS</b>		
280	Cash on Hand		280
18,245	Commonwealth Bank of Australia - Cheque Account		21,775
16,000	Commonwealth Financial Services		0
0	Commonwealth Bank of Australia - Cash Management Account		26,672
0	Bendigo & Adelaide Bank Ltd. - Term Deposit		49,359
164	Debtors & Prepayments		2,163
3,448	GST Refundable		0
11,471	Stock on Hand (at lower of cost or sale value)		<u>9,521</u>
<u>49,608</u>	Total Current Assets		109,770
	<b>NON CURRENT ASSETS</b>		
20,125	Land & Buildings (at cost)		20,125
58,662	Tram Depot & Trackwork (at cost)	58,662	
(45,512)	Less Provision for Depreciation	<u>46,479</u>	12,183
35,851	Electrical & Overhead Equipment (at cost)	35,851	
(9,315)	Less Provision for Depreciation	<u>10,749</u>	25,102
4,101	Trams (at cost)	4,101	
(4,101)	Less Provision for Depreciation	<u>4,101</u>	0
9,101	Other Equipment (at cost)	14,238	
(5,488)	Less Provision for Depreciation	<u>7,000</u>	7,238
200	Motor Vehicle (at cost)	200	
(200)	Less Provision for Depreciation	<u>200</u>	0
117,933	Trams Restoration (at cost)	118,180	
(86,375)	Less Provision for Depreciation	<u>91,059</u>	27,121
73,035	Museum Equipment (at cost)	82,271	
(21,335)	Less Provision for Depreciation	<u>25,990</u>	<u>56,281</u>
<u>146,682</u>	Total Non Current Assets		<u>148,050</u>
<u>\$196,290</u>	<b>TOTAL ASSETS</b>		<u>\$257,820</u>
	<b>CURRENT LIABILITIES</b>		
0	GST Payable		1,578
10,701	Grants Received in Advance		<u>15,412</u>
<u>10,701</u>	Total Current Liabilities		<u>16,990</u>
<u>10,701</u>	<b>TOTAL LIABILITIES</b>		<u>16,990</u>
<u>\$185,589</u>	<b>NET ASSETS</b>		<u>\$240,830</u>
	<b>ACCUMULATED FUNDS</b>		
<u>\$185,589</u>	Accumulated Funds as at 30th June, 2012		<u>\$240,830</u>

# BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

## Statement of Income & Expenditure for Year Ended 30th June, 2012

2011		
\$	INCOME	
4,323	Membership Subscriptions	4,879
28,446	Donations Received	16,685
992	Surplus Souvenir & Kiosk Operations	(292)
19,945	Fares	23,030
4,218	Advertising	7,059
2,087	Interest Received	3,517
4,350	Grants Received - GVEHO Program	5,300
4,774	Grants Received - Other	5,020
5,500	City of Ballarat Sponsorship	3,000
0	Legacy	46,950
3,860	Sundry Income	1,992
<u>78,495</u>	<b>Total Income</b>	<u>117,140</u>
	<b>LESS EXPENDITURE</b>	
1,047	Advertising	1,655
270	Bank Charges	222
4,876	Bungaree House Expenses	2,815
13,101	Depreciation	13,252
2,635	Electricity	3,421
6,440	General Expenses	1,898
9,124	Grant Money Expenditure	10,320
9,171	Insurance	9,546
250	Land Rent	250
454	Medicals	1,306
344	Motor Vehicle Expenses	352
2,617	Printing & Stationery	3,625
613	Rates	644
18,717	Repairs & Maintenance	9,006
713	Subscriptions	721
2,363	Telephone & Postage	2,866
<u>72,735</u>	<b>Total Expenditure</b>	<u>61,899</u>
<b>\$5,760</b>	<b>SURPLUS (DEFICIT) FOR YEAR</b>	<b>\$55,241</b>
179,829	Accumulated Funds as at 30th June, 2011	185,589
<u><b>\$185,589</b></u>	<b>Accumulated Funds as at 30th June, 2012</b>	<u><b>\$240,830</b></u>

# BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

## Statement of Cash Flows for Year Ended 30th June, 2012

2011	
\$	
	<b>Cash Flows from Operating Activities</b>
71,990	Revenue from Operations 116,335
(62,667)	Payments to Suppliers and Employees (41,671)
2,087	Interest Received 3,517
<u>11,410</u>	<u>Net Cash provided by Operating Activities 78,181</u> (see Note 7)
	<b>Cash Flows from Investing Activities</b>
0	Additions to Tram Depot & Trackwork 0
(2,909)	Additions to Tram Restoration (247)
(3,496)	Additions to Other Equipment (5,137)
<u>(41,362)</u>	<u>Additions to Museum Equipment (9,236)</u>
<u>(47,767)</u>	<u>Net Cash used in other activities (14,620)</u>
(36,357)	Net Increase (Decrease) in Cash Held 63,561
70,882	Cash at beginning of year 34,525
<u>\$34,525</u>	<u>Cash at end of year (Note 6) \$98,086</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, 2012**

### **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.

### **3. Goods & Service Tax (GST)**

Revenues, expenses and assets are recognised net of the amount associated GST, unless the GST incurred is not recoverable from the Australian Taxation Office (ATO). In this case it is recognised as part of the cost of acquisition of the asset or as part of the expense.

Receivables and payables are stated inclusive of the amount of GST receivable and payable. The net amount of GST recoverable from, or payable to, the ATO is included in BAS receivable or BAS payable in the balance sheet.

### **4. Income Tax**

The Museum is exempt from Income Tax under Section 50.45 of the Income Tax Assessment Act 1997.

### **5. 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**  
**NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS**  
**YEAR ENDED 30TH JUNE, 2012 (Cont'd)**

2011

**\$ 6. 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:

280	Cash on Hand	280
18,245	Commonwealth Bank of Australia - Cheque Account	21,775
16,000	Commonwealth Financial Services	0
0	Commonwealth Bank of Australia - Cash Management Account	26,672
0	Bendigo & Adelaide Bank Ltd. - Term Deposit	49,359
<u>\$34,525</u>		<u>\$98,086</u>

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

5,760	Operating Surplus (Deficit)	55,241
13,101	Depreciation	13,252
	<b>Changes in Assets and Liabilities</b>	
(3,512)	(Increase) Decrease in Debtors	(1,999)
0	(Increase) Decrease in GST Refundable	3,448
2,140	(Increase) Decrease in Stock on Hand	1,950
(1,304)	Increase (Decrease) in Creditors	0
0	Increase (Decrease) in GST Payable	1,578
(4,775)	Increase (Decrease) in Grants Received in Advance	4,711
<u>\$11,410</u>		<u>\$78,181</u>

Cash Outflows shown in brackets

**BALLARAT TRAMWAY MUSEUM INCORPORATED**  
**Association No. A0031819K**  
**Statement by the Committee**  
**Year Ended 30th June, 2012**

(1) In the opinion of the committee of Ballarat Tramway Museum Inc.

(a) the financial statements and notes, set out on pages 13 to 17 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, 2012 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 17th day of October 2012.

**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 30th June 2012, 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 2012 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 10<sup>th</sup> October, 2012.



## Scenes from 2011 -2012

**Above left:** Travelling in style

**Right:** Family Fun Day was a great success

**Left:** Fares rose on 1<sup>st</sup> December

**Left below:** Al preparing No 33

**Right below:** John, Daniel, Peter & Peter

**Bottom left:** Fighting the traffic

**Bottom right:** The late Bill Kingsley during the 2010 Begonia Festival



*Photos: Alastair Reither, Warren Doubleday, Peter Winspur, BTM collection & Austin Brehaut*





**Left:** The late Bill Kingsley was the driver on 18/9/11

*Photo: Peter Bruce*

**Above:** A resplendent No 33 heads north on 15/1/12

**Below:** A damp & chilly Mother's Day 13/5/12

*Photos: Peter Winspur*

