

Ballarat Tramway Museum Inc.



Celebrating 125 Years of Ballarat Tramways 1887 - 2012

Annual Report 2012 - 2013

Ballarat Trams are Ballarat History



The late John Clowes



Peter & Carolyn



Peter Bruce, Andrew & Richard



Mark & Neil



The Bowser team



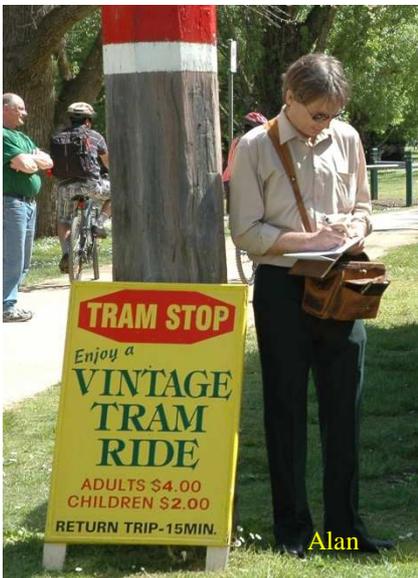
Graeme

Our volunteers enjoying their hobby during and after work

Photos: BTM collection



Al



Alan



Merle & Neil



Neville



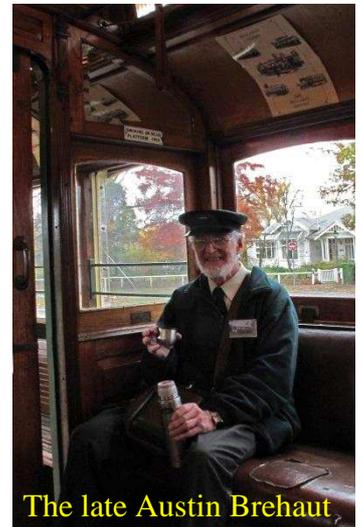
Allan



Peter



Greg, Neil, Al & 'Rabbit'



The late Austin Brehaut



Ballarat Tramway Museum Inc.

Annual Report 2012 - 2013

Contents

1. President's Report	4
2. Secretary's Report	5
3. Marketing Manager's Report	6
4. Museum Services Manager's Report	7
5. Technical Services Manager's Report	8
6. Operations Manager's Report	9
7. 2012 – 2013 Operating Statistics	12
8. Financial Statement and Statutory Reports	13 – 18

The Board

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

Mission Statement

The Museum's Mission Statement for its activities is:

“Continue the development of a working museum to preserve the style of Ballarat's former street tramways and trams for the public benefit in a safe environment.”

The Ballarat Tramway Museum Inc. (Association No: A0031819K)
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1. President's Report

Welcome to the Annual Report for the Ballarat Tramway Museum 2012-2013.

It seems that with each report I say the last year has been a significant year in the ongoing development of the museum but it is true. 2012 – 2013 has been no exception.

We are now facing major issues with both the tramcar fleet and infrastructure. They are both reaching the point where work has to be done to enable us to continue to operate and provide the unique authentic street tramway experience which is the essence of our existence.

You will see from the reports from the various departments how much work has been carried out but there are some achievements which I believe need special mention.

The museum was able to acquire some second hand rail through the auspices of Public Transport Victoria from Bowser in N.E. Victoria. With help from workers from the Victorian Goldfields Railway (Maldon) the rail was recovered and earlier this year the access track was relaid. A major project of great importance to the future of the museum. Congratulations are in order to Al, Richard and the rest of the crew for a fantastic job.

The museum was also able to acquire two important pieces of equipment thanks to Public Transport Victoria. A "bucket truck" and a crane truck both pieces of equipment were excess to Yarra Trams requirements and the Museum was able to acquire them for the cost of registration.

The last year has also seen a great deal of work done by Paul Mong in fostering closer ties with Ballarat City Council.

Paul was responsible for organising two presentations. One to the full council and one to a council committee and also a visit from the Mayor.

Close ties to Ballarat City Council will become more important as time passes.

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.

Warren Doubleday has continued the work of archiving and maintaining the ever increasing number of artefacts, documents and photographs which make up the museum's collection.

We have an agreement with the Begonia Festival which is run by the City of Ballarat to provide a free tram service and we were involved again this year. The Begonia Festival provides us with a large proportion of our patronage for the year and we are pleased to be actively involved.

We also operated the Horse tram for one day during the Heritage Festival (Mother's Day). The Board has made a decision to run the horse tram on a regular basis because we have been able to organise a regular supply of horse power. However it was decided to move the day to Australia Day from next year.

The past year also saw preparations for a strategic planning day which, although it was held in July deserves to be mentioned in this report due to amount of work which occurred in the 12-13 year especially by Paul Mong. The day was a success with a good number of members attending.

The past year has seen the passing of members Beryl Hooley and John Clowes.

John Clowes was a stalwart of the active operational staff for many years. John and his wife Merle were regulars at busy times such as the Begonia Festival. John was also involved with Bendigo. John, known for his hearty greeting and strong hand shake, will be sorely 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 acknowledge and thank the Ballarat City Council, federal and state politicians, local businesses for their continued support. Special thanks to Public Transport Victoria and the Registrar - Tourist and Heritage Railways, Adrian Ponton.

Finally I would like to thank the Board, our hard working secretary Peter Winspur and our dedicated workers and volunteers for their support in the last year.

Greg Rodgers

2. Secretary's Report

As was to be expected, it was another busy year for the secretary. Modern communications have allowed us to respond comprehensively and quickly to queries and issues as they arise, but the ease of electronic contact has seen a skyrocketing volume of work.

Membership of the Museum climbed from 194 to 199 plus 17 Junior Supporters. Ten people joined and there are three new junior supporters. Two members passed away – Beryl Hooley & John Clowes. Beryl was always a generous supporter and John's contribution towards running the trams

was extensive and continuous. He is already missed. Beryl's husband, Alan, has joined in her memory.

The Board met nine times during the year and, as is the custom, an enormous volume of business was conducted in a harmonious manner. Unfortunately, Simon Green found that he could no longer spare enough time to contribute and more recently, Neil Lardner also found himself in a similar position. On top of the already existing vacancies this left a much reduced establishment. We are looking forward to some new faces joining us after the AGM!

The Safety & Incident Management Committee met five times during the year. Two internal audits of the Safety System were performed. Some minor issues were identified. This is always a good indication that the system is actually working. Auditors from Transport Safety Victoria did not visit during the year.

The circulation of "*Fares Please!*" electronically has proved a great success and some eighty members have asked to receive it by email. Forty of these have chosen to only receive it this way. In addition, it is now sent to kindred groups electronically. Most of the groups have discovered that not only does this reduce costs, but allows the various house journals to be more widely circulated.

I continued as editor *Fares Please!* This year all editions featured colour and one extended to sixteen pages. Two were twelve pages. I must thank Alan Bradley for continuing to contribute such wonderful articles. Richard was also a good contributor, with articles written in his imitable style. As the body now refuses to allow me to participate in the way I used to, I have found tasks such as this fascinating and rewarding.

The final form of the *Associations Incorporation Reform Act 2012* was quite different from the original Bill and it was decided that the best way forward was to completely re-write the Museum's *Rules of Association* based on what are known as the *Model Rules*. This commenced during the year and it is expected that draft rules will be put to the 2013 Annual General Meeting.

I must again single out Dave Macartney and thank him. No one else commits to showing up 365 days a year, every year!

Peter Winspur

3. Marketing Manager's Report

The continual review of marketing is important for our business to develop and gain extra patronage and revenue income from both souvenir sales items and extra tram operations. The sales area in the depot is always being improved in both layout and stock being offered for sale. The sale of not only standard tram items but more novelty products has improved our sales figures. This stock is made up of drinking straws with a tram motif, pencils with a tram style rubber, tea towels in the form of Destination Rolls and a book of sketches of heritage buildings around Ballarat.

Apart from these items, which appeal to school groups and children accompanying parents, we have stocked a quality product of framed photographic prints of street scenes in Ballarat and we are monitoring any success in this field. In this way we wish to explore differing ends of the souvenir market.

We have re-designed the children's colouring book and have sought quotes to have this printed and from there we can offer this item for sale again.

The improved sales area in the depot creates more sales as the Museum Attendant for the day can sit behind the counter and interact with any visitors and potential customers. The relocation of the second hand railway/tramway magazines closer to the sales area has seen an improvement in sales.

It is planned to have a sales 'shop' on our website and a lot of our souvenir product will be displayed and we expect sales to be made via the internet. This should be helpful to interstate and overseas visitors to our website.

Our marketing efforts have seen quite a lot of charters by both school groups and seniors groups and at other times groups as varied as car clubs.

We have also operated trams for birthday events and weddings. The concept of a specific birthday tram has not been pursued at this point as the Board agreed that our regular tram fleet is suitable for the task and the size of the group determines the type of tram used.

We have run a few birthday trams and by allowing the parents to manage the event has seen the museum not need to pursue the idea of a 'party host' to keep consistency for each party booking. These decisions have also saved the museum a financial expenditure in not needing to specifically decorate and set aside one tram for these events, along with re-location of trams between our offsite storage facility and the tram depot.

The operation of the horse tram on Mothers' Day, during the Heritage Festival, has further proved not be a success again because of the inclement nature of the weather at that time of year along with part of the festival being conducted in the Ballarat city area away from the Gardens. It has been decided that the horse tram instead will be run

on Australia Day, which has better weather and always sees crowds in the Gardens for the community festival.

The matter of a raised platform for disability access, particularly on charters, is being pursued as part of the plan to re-design the Depot Junction area, which Council is pursuing in an attempt to reduce cycling accidents. Once a platform is installed the matter of much easier access for those with disabilities will be addressed.

Our colour brochures for passengers on our trams, detail the history of the tramway and describe our operation. They are popular and the cost of printing them on our own equipment is substantial. Quotes have been obtained from commercial printing houses to produce a large quantity at an overall saving to the current arrangement.

We have an excellent marketing alliance with Tourism Ballarat and our brochures are stocked there. We also distribute to motels and other accommodation houses. We find the best return on a dollar basis for us is to advertise to visitors once they are in Ballarat and are looking for attractions around the city.

We need to keep our marketing active, researched and inventive to keep our name before the potential visitors which we hope will maintain and further grow our passenger numbers and income from this and our souvenir products.

Neil Lardner has been extremely helpful and industrious in assisting with the sales and marketing over the past year and I thank him for all his initiative in this area. The input by a younger person with energy and a challenge ahead of them is a positive for the input in the management of our museum.

Richard Gilbert

4. Museum Services Manager's Report

Work to enable the expansion of the Archive Room was commenced during the second half of the year, when the area over the sub-station was roofed. A sorting out of the items and materials stored adjacent to the room and over the change room will now be needed before the construction of the walls can be commenced.

Significant additions to the collection have been:

- Photographs of Ballarat trams, both in Melbourne and Ballarat from Ron Scholten.
- Note books prepared by Wal Jack and many newspaper cuttings that Wal had collected.
- Tram timetable for Ballarat for 1956.
- Photo of ESCo 13 at the time of the opening of the tramway.

At the end of the year, our collection had extended past 5700 catalogued items, with some 11,000 images taking up just over 5GB of space.

The Museum was successful in having its Museum re-accreditation approved by the Victorian Division of Museums Australia.

The website continues to be popular with about 800 to 900 unique visitors each month. An addition this year was an illustrated exhibition telling the story of the Forest City Signalling system used in Ballarat, by drawing on both, photographs, documents, plans and other materials from the Museum's collection. A fourth precinct movie, Grenville St, was added to the Precinct Movies section of the website. The 60 years of Begonias and Horse Tram No. 1 article continue to be popular.

Peter Waugh has commenced on a project of cross matching our employee lists with other records held by the Museum and those available from the web, such as Trove. This is turning up some interesting material. Peter is looking after the Wikipedia page as well.

The web site pages on how to find us and when we operate were revised and updated to better reflect our operations and to provide a page with a map that could be printed off and brought along.

With additional volunteers available, a Museum guide is now often able to be rostered, either on the Saturday or Sunday. This is proving to be very popular with our visitors.

Reece Carter and Peter Waugh have commenced a project to examine visitor flows within the display area and to try and encourage visitors to pass the Sales counter.

The re-scanning of photographs to higher resolution and other documents or objects continues with the aim of digitising the collection as far as practicable. The benefits of having the Museum's extensive collection of Ballarat and other provincial tramway city photographs scanned are often seen in *Fares Please!* and in other publications.

One project undertaken during the year was the scanning of old issues of *Fares Please!* into pdf format. This has been made possible by the acquisition of a scanner/fax/printer that will scan up to A3 size pages. The fax and printer functions are not used but the scanner enables foolscap documents to be scanned using the fitted sheet feeder mechanism.

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

extend our catalogued collection which allows us to present the story of the Ballarat Tramways and its trammies.

Warren Doubleday

5. Technical Services Manager's Report

Tramcar Status:

Trams: 1, 13, 14, 18, 26, 27, 28, 33, 38, 40, 661 and 671 in service with repairs and servicing as required.

Number 1 – This tram had some repainting to the end decks before its usual Mother's Day outing.

Number 13 – Withdrawn from service in May for a re-spring and body overhaul. The interior walls have been stripped with new steel brackets being installed in a number of areas where there is a lot of body movement. Les Woodfield from Bendigo is in the process of spray painting the car. We expect it to be out shopped sometime later in the year.

Number 18 – This tram which has had small flanges for a number of years was trucked down to Yarra Trams Preston Workshops during October 2012. The tram spent a couple of days in Melbourne before heading back to Ballarat with re-turned tyres. The ride has become a lot better.

Number 27 – This tram had a bearing failure during the year. The tram had new white metal bearings made by Puffing Billy Railway and machined locally in Ballarat. This tram returned to service in May 2013.

Number 40 – Also suffered from a bearing failure during November 2012. The white metalling didn't take long and the tram was returned to service just prior to Christmas.

Number 671 – One of the bogies was damaged in a mishap in February 2013. The tram has been lifted off it's trucks and the damaged bogie has been taken away to United Group Rail for repairs.

Trams 11,21,32,865,924 and 998 remain stored at Bungaree.

Tram 855 – was donated by VicTrack, PTV and Yarra Trams during the year. This tram was obtained for the 24 volt electrical and heating system which will in due course be transferred to an unmodified W class sometime in the future.

Tram 951 – After heavy stripping for spare parts the tram was on-sold to a private buyer during the year.

Overhead – Through the PTV and Yarra Trams we were donated a number of surplus overhead fittings during the year. The tramway overhead was serviced and repaired as required.

Track – The mainline track had a number of joints replaced with 'metre' sections of rail during the year. The newer replaced joints have been filled completely with concrete and let to cure for a number of days. We still have a long way to go in this program.

The biggest task undertaken during the year was the retrieval of 3.2km of 94lb rail from the North East standard gauge line at Bowser near Wangaratta. We arranged for assistance through the Victorian Goldfields Railway and a group of 10 worked in hot, dry conditions to cut the rail from 100 metre lengths to 13 metre lengths for transport to Ballarat by trucks. By the end of the week we had cut up 6 truck loads of rail and they had been transported to Ballarat.

Some of this rail was put into use straight away. We arranged for the complete replacement of the original

access line from the street to the king points during January. The Victorian Goldfields Railway assisted again, with the use of their excavator and tools. We relaid the tramway rail with the railway rail onto proper base plates and fittings. New ballast also finished off the job. A number of people worked hard to ensure the job was completed by first tram Saturday. Thanks also again to the City of Ballarat, VGR, V/Line and the workers.

Trucks – The Victorian Government through PTV, Metro Trains and Yarra Trams donated us two trucks for use during the year. Truck one from Metro Trains is a flatbed truck with crane which is great for carrying lots of sleepers, materials like traction motors etc. Truck two is a Yarra Trams Bucket Truck used for copper wire renewal and the like. We have had both trucks made roadworthy and are in service doing various tasks.

Thanks to all that assisted during the year, with a number of projects still to be completed.

Alastair Reither

6. Operations Manager's Report

Patronage fell significantly for the year to 15,840, but this was due to a disappointing Begonia Festival which followed an outstanding year in 2012. Patronage for the rest of the year increased by the insignificant number of 108. The figures highlight just how much the total annual patronage is dependent on one weekend.

As the Museum receives a fixed sum to provide free rides during the Begonia Festival and patronage was significantly lower, the shift of the percentage of

passengers to 'normal' fares for the year saw a record 'fare box' revenue of \$27,225. Included were thirty-three group visits netting \$3713.

The Museum recognised many years ago that it is almost completely captive to the weather and the whims of visitors to the gardens precinct. But even on a wet day, people will show up to ride for something to do. Many of these are local Ballarat people with a child or two to amuse. The number of repeat visits by locals is surprisingly high. We always hope that this may engender a fascination by the younger ones which will lead to volunteering some time in the future.

Volunteering is always problematic. Over the years we have seen so many young people show so much enthusiasm until adult life arrives. We then have to wait until they retire before we see a return to a regular and frequent commitment. The consequence is that we have drivers of all ages, but it is the over sixty's who actually show up every weekend to ensure that the trams run.

Recognising that many of these older volunteers will not be around for ever, the Museum agreed to Geoff Gardner, a relatively recent and very active and committed local, pursuing an active search for more people. One of the tactics has been to fast track orientation and train them as soon as possible as assistant conductors. From here both the volunteer and the Museum can ascertain whether they should go further. Results have been mixed.

The Museum is a volunteer run business with a significant interaction with the public. It is vital that it present itself professionally by giving its customers a positive experience. If it does not do this, further business generated by word

of mouth and return visits will not occur. In this context, it can be recognised that not all people are suitable to volunteer in this area, no matter how enthusiastic they may be.

This year has seen four locals become enthused enough to assist on a very regular basis. Tony Bidwell can be found in the workshop on weekdays. We have finally found someone in Peter Waugh to assist Warren Doubleday and Reece Carter and Roger Gosney have joined the operational staff.

Reece is only eighteen but is learning how to perform all those routine tasks usually performed by the 'oldies' which are so necessary to day to day operations. They can include such things as credit card sales and visiting the bank to deposit the takings or just being there to keep the doors open. Roger is somewhat older than Reece but is always keen to help in any capacity. He commenced his driver training just after the end of the reporting year.

Geoff Gardner qualified as a driver in September 2012 and his new qualification was immediately put to good use to cover the school holidays. With both John Clowes and myself away it was found difficult to cover every day. Unfortunately, it was not long before Geoff became a permanent replacement for John.

Towards summer, John Clowes started to feel most unwell and was seen to be losing weight. He struggled in to work some shifts over January and then called me to say that he had been diagnosed with Ross River fever. The only cure for this is rest and so it appeared that we were to lose his services for an extended period of time. Less than a month later he was found to have a particularly aggressive cancer.

One of the saddest moments in my life was when I visited John on 9th April before I headed off to Perth knowing that it would probably be the last time I would speak to him. He died on the 23rd. Ironically, a large group visit to the Museum precluded me from attending his funeral. John had given his all to the Museum for many years and is sadly missed.

Operationally, one of the highlights of the year was the annual *Springfest* in November. After a disappointing year in 2011, glorious weather saw patronage skyrocket to 648, the third best year ever even though the trams were unable to run right through during the 'Tram Pull' contest. Again organised by *Rotary – Young Ambition* the 'Tram Pull' event was the biggest so far and raised significant funds for charity. Our thanks go to Alister Morrison for arranging the event and to *Rotary* for their generous donation to the Museum. The event will be repeated this year.

The next highlight occurred on Boxing Day, 26th December 2012, when the Museum celebrated the opening of the Ballarat Tramway system exactly 125 years earlier on 26th December 1887. Significantly, Number 1 Horse Tram operated. It had been among the trams on the opening day. During the 100th anniversary in 1987 this had not been possible. Patronage on the horse and electric trams totalled 272 which was a little disappointing but a reasonable profit was achieved after costs.

Operating the Horse Tram on Mother's Day as part of Heritage Weekend proved to be a bigger disaster than in 2012. The weather was totally unforgiving and only 88 people travelled on the tram, mostly inside. We packed up soon after 3:00pm and left the electric tram to soldier on.

Ironically, the day before the weather had been excellent and over 100 had travelled on the electric tram. After discussion with Bruce Hill, our horse man, we have decided to next run No 1 on Australia day, Sunday 26th January 2014, and no longer persist with the May outing.

Road closures continued to beset the Museum and during early January, usually the busiest time of year for the Museum, we were forced to stop running for two days for Cycling Australia's National Road Championships. The first day was purely so that the event could be set up. A tour group of intellectually disabled people visited from Sydney on one of the days and the Museum could only offer them rides on the access track.

Another closure occurred in February when the Cycle Classic partially closed Wendouree Parade until after 1:30 pm. A formal submission concerning the financial impact of events such as these has been made to our local Councillors, including the Mayor. We have also suggested to Council that partially closing Wendouree Parade through the Gardens on a busy Sunday afternoon is not visitor friendly.

As always I thank everyone who helped again to keep the wheels turning for another 180 days. We have been doing this for over thirty-seven years and have now run for 6530 days. We should be very proud.

Finally, I cannot conclude without noting the passing of Austin Brehaut since the end of the reporting period. For many years, and particularly after his 'retirement' Austin was one of our most committed and regular volunteers.

Peter Winspur

2012/2013 OPERATING STATISTICS

	DAYS RUN	KILOMETRES RUN	PASSENGERS CARRIED	AV PASS PER KM	AV KM PER DAY	AV PASS PER DAY
JULY	18	487.0	654	1.34	27.06	36.3
AUGUST	8	241.5	306	1.27	30.19	38.3
SEPTEMBER	17	465.0	845	1.82	27.35	49.7
OCTOBER	15	409.6	947	2.31	27.31	63.1
NOVEMBER	12	342.6	1181	3.45	28.55	98.4
DECEMBER	16	503.4	1066	2.12	31.46	66.6
JANUARY	26	799.2	1589	1.99	30.74	61.1
FEBRUARY	9	275.8	474	1.72	30.64	52.7
MARCH	16	709.6	6356	8.96	44.35	397.3
APRIL	21	628.0	1206	1.92	29.90	57.4
MAY	11	305.6	635	2.08	27.78	57.7
JUNE	11	353.2	581	1.64	32.11	52.8
TOTAL	180	5520.5	15840	2.87	30.67	88.0
OVERALL	6530	259482.9	697490	2.69	39.74	106.8
PREV YEAR	181	5630	18076	3.21	31.10	99.9

Note: Overall Kilometre total excludes Km run in Melbourne.

2012/2013 TRAMCAR STATISTICS

CAR	2012- 2013 TOTALS			PROGRESSIVE TOTALS		
	DAYS RUN	HOURS RUN	KILOMETRES RUN	DAYS RUN	HOURS RUN	KM RUN
1	1	14:25	27.0	13	57:05	145.2
13	1	0:25	2.6	486	2166:48	13943.3
14	25	103:01	617.6	1296	5854:51	41472.2
18	28	116:58	750.8	921	4188:13	27664.7
26	13	46:29	321.1	709	3053:30	24965.1
27	8	38:44	261.0	1603	6963:43	49821.1
28	37	154:03	925.1	788	3078:41	20427.2
33	62	274:06	1657.5	1368	5801:50	39354.9
38	15	47:44	282.4	281	733:26	4941.2
40	7	28:00	178.4	474	1791:33	13471.6
661	16	47:53	278.0	464	1488:05	9648.4
671	10	35:11	201.4	599	1801:40	11620
8	4	5:00	17.6	158	158:56	638.6
Bendigo Trams *				203	947:00	6359.2
466				20	81:00	530.7
TOTALS		911:59	5520.5		38166:21	265003.4
PREV YEAR		922:38	5630.0			

* 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, 2013

2012			
\$	CURRENT ASSETS		
280	Cash on Hand		280
21,775	Commonwealth Bank of Australia - Cheque Account		9,023
26,672	Commonwealth Bank of Australia - Cash Management Account		7,357
49,359	Bendigo & Adelaide Bank Ltd. - Term Deposit		62,560
2,163	Debtors		123
0	GST Refundable		1,431
0	Prepayments		8,884
9,521	Stock on Hand (at lower of cost or sale value)		6,791
<u>109,770</u>	Total Current Assets		<u>96,449</u>
	NON CURRENT ASSETS		
20,125	Land & Buildings (at cost)		20,125
58,662	Tram Depot & Trackwork (at cost)	87,081	
(46,479)	Less Provision for Depreciation	<u>47,942</u>	39,139
35,851	Electrical & Overhead Equipment (at cost)	35,851	
(10,749)	Less Provision for Depreciation	<u>12,183</u>	23,668
4,101	Trams (at cost)	4,101	
(4,101)	Less Provision for Depreciation	<u>4,101</u>	0
14,238	Other Equipment (at cost)	14,238	
(7,000)	Less Provision for Depreciation	<u>8,509</u>	5,729
200	Motor Vehicle (at cost)	8,569	
(200)	Less Provision for Depreciation	<u>221</u>	8,348
118,180	Trams Restoration (at cost)	118,180	
(91,059)	Less Provision for Depreciation	<u>94,568</u>	23,612
82,271	Museum Equipment (at cost)	82,271	
(25,990)	Less Provision for Depreciation	<u>30,522</u>	51,749
<u>148,050</u>	Total Non Current Assets		<u>172,370</u>
<u>\$257,820</u>	TOTAL ASSETS		<u>\$268,819</u>
	CURRENT LIABILITIES		
0	Creditors		2,118
1,578	GST Payable		0
15,412	Grants Received in Advance		5,802
<u>16,990</u>	Total Current Liabilities		<u>7,920</u>
<u>16,990</u>	TOTAL LIABILITIES		<u>7,920</u>
<u>\$240,830</u>	NET ASSETS		<u>\$260,899</u>
	ACCUMULATED FUNDS		
<u>\$240,830</u>	Accumulated Funds as at 30th June, 2013		<u>\$260,899</u>

BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

Statement of Income & Expenditure for Year Ended 30th June, 2013

2012		
\$	INCOME	
4,879	Membership Subscriptions	4,859
16,685	Donations Received	19,539
(292)	Surplus Souvenir & Kiosk Operations	1,261
23,030	Fares	27,225
7,059	Advertising	1,977
3,517	Interest Received	3,892
5,300	Grants Received - Australian Government GVESH0 Program	2,000
5,020	Grants Received - Other	9,610
3,000	City of Ballarat Sponsorship	3,500
46,950	Legacy	20,000
1,992	Sundry Income	4,003
<u>117,140</u>	Total Income	<u>97,866</u>
	LESS EXPENDITURE	
1,655	Advertising	1,071
222	Bank Charges	297
2,815	Bungaree House Expenses	3,778
13,252	Depreciation	12,468
3,421	Electricity	3,344
1,898	General Expenses	2,790
110,320	Grant Money Expenditure	11,611
9,546	Insurance	9,610
250	Land Rent	257
1,306	Medicals	1,280
352	Motor Vehicle Expenses	1,429
3,625	Printing & Stationery	3,501
644	Rates	709
9,006	Repairs & Maintenance	22,721
721	Subscriptions	709
2,866	Telephone & Postage	2,222
<u>61,899</u>	Total Expenditure	<u>77,797</u>
\$55,241	SURPLUS (DEFICIT) FOR YEAR	\$20,069
185,589	Accumulated Funds as at 30th June, 2012	240,830
<u>\$240,830</u>	Accumulated Funds as at 30th June, 2013	<u>\$260,899</u>

BALLARAT TRAMWAY MUSEUM INCORPORATED
Association No. A0031819K
Statement of Cash Flows for Year Ended 30th June, 2013

2012			
\$	Cash Flows from Operating Activities		
116,335	Revenue from Operations	88,640	
(41,671)	Payments to Suppliers and Employees	(74,610)	
3,517	Interest Received	3,892	
<u>78,181</u>	Net Cash provided by Operating Activities (see Note 7)	<u> </u>	17,922
	Cash Flows from Investing Activities		
0	Additions to Tram Depot & Trackwork	(28,419)	
(247)	Additions to Tram Restoration	0	
(5,137)	Additions to Other Equipment	0	
0	Additions to Motor Vehicles	(8,369)	
(9,236)	Additions to Museum Equipment	0	
<u>(14,620)</u>	Net Cash used in other activities	<u> </u>	(36,788)
63,561	Net Increase (Decrease) in Cash Held		<u>(18,866)</u>
34,525	Cash at beginning of year		98,086
<u>\$98,086</u>	Cash at end of year (Note 6)		<u>\$79,220</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, 2013

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, 2013 (Cont'd)

2012

\$

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
21,775	Commonwealth Bank of Australia - Cheque Account	9,023
26,672	Commonwealth Bank of Australia - Cash Management Account	7,357
49,359	Bendigo & Adelaide Bank Ltd. - Term Deposit	62,560
<u>\$98,086</u>		<u>\$79,220</u>

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

55,241	Operating Surplus (Deficit)	20,069
13,252	Depreciation	12,468
	Changes in Assets and Liabilities	
(1,999)	(Increase) Decrease in Debtors	2,040
3,448	(Increase) Decrease in GST Refundable	(1,431)
0	(Increase) Decrease in Prepayments	(8,884)
1,950	(Increase) Decrease in Stock on Hand	2,730
0	Increase (Decrease) in Creditors	2,118
1,578	Increase (Decrease) in GST Payable	(1,578)
4,711	Increase (Decrease) in Grants Received in Advance	(9,610)
<u>\$78,181</u>		<u>\$17,922</u>

Cash Outflows shown in brackets

BALLARAT TRAMWAY MUSEUM INCORPORATED
Association No. A0031819K
Statement by the Committee
Year Ended 30th June, 2013

- (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, 2013 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 22nd day of September, 2013.

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 2013, 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.

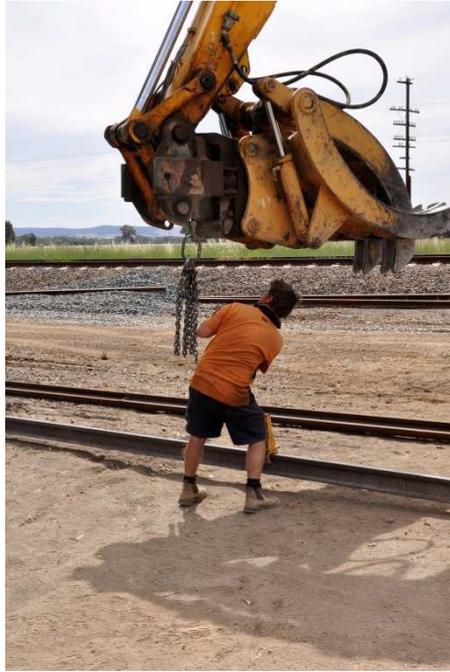
Auditor's Opinion

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 2013 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.

A.R. Paroissien FIPA

Dated in Ringwood on 22nd September, 2013.



Major Projects



Above:
Rail retrieval at
Bowser

Left & Below:
Reconstructing the
track

Photos:
Peter Bruce, Alastair
Reither, Dave Macartney,
Warren Doubleday





The Year in Wendouree Parade

Clockwise from the top: AGM Day, 29/10/12; John Shaw looking after visitors, 10/3/13; Waiting for the Parade, 11/3/13
Road closure – no trams today! 8/1/13; ‘Tram Pull’ 4/11/12

Photos: Bruce Dixon, Peter Winspur, Andrew Mitchell

