

Ballarat Tramway Museum Inc.



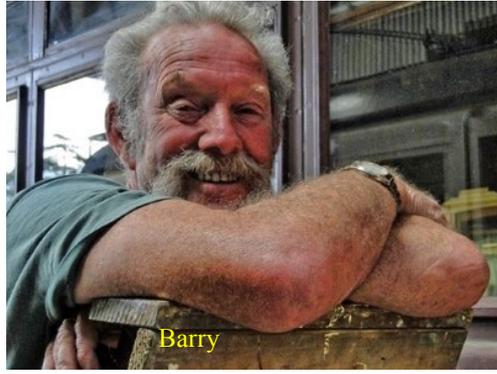
The New Depot Junction Photo: Peter Waugh 24 May 2015

Annual Report 2014 - 2015

Ballarat Trams are Ballarat History



Peter



Barry



Ryan



Neville H



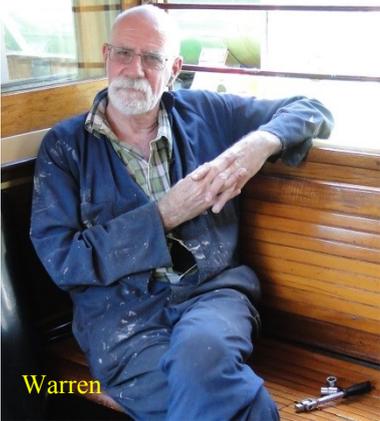
Roger



Reece

A few of our volunteers

Photos: Roger Gosney,
Peter Waugh, Peter Winspur,
BTM collection



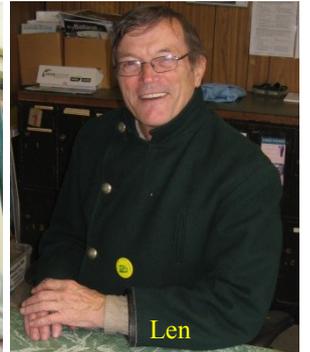
Warren



Paul & Alice



Neville B



Len



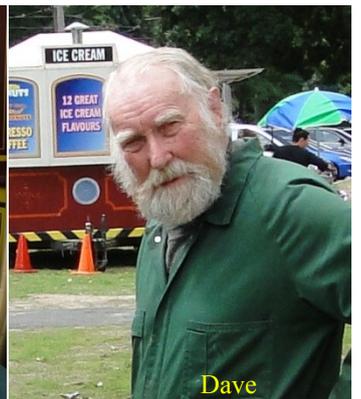
Geoff



Andrew



Arthur



Dave



Arthur, Richard, Graeme, Simon



Roger, Peter, Len, Richard



Ballarat Tramway Museum Inc.

Annual Report 2014 - 2015

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The Board

President	Greg Rodgers
Vice President	Paul Mong
Secretary	Peter Winspur
Treasurer	Carolyn Cleak
Board Members	Reece Carter Warren Doubleday Richard Gilbert Len Millar Alastair Reither Peter Waugh

Mission Statement

The Museum's Mission Statement for its activities is:

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

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

1. President's Report

Again I have to report that the last year has been marked by a number of important achievements which have seen the Museum go from strength to strength.

I reported in last year's Annual Report that we had a number of projects which were about to start or were nearing completion. It is with some pride that I can report that the museum has been able to demonstrate we can handle and deliver projects in a timely and professional manner. Congratulations to Paul Mong and all those who were involved in these projects you have done the Museum proud.

In the last year we have seen the completion of the upgrade to the substation and the installation of solar panels on the roof of the Depot. This has led to a lowering of our power bills and a large reduction in our carbon footprint.

Work is also continuing on Number 12 and Number 18.

However, the most significant project has been the refurbishment of former Melbourne Restaurant Car 939.

Last year the Victorian Government through Public Transport Victoria provided a grant of \$40,000 to refurbish tram 939. Over the last year Paul Mong, Alistair Reither, Warren Doubleday and many others have worked to bring this project to fruition.

Tram 939 when finished and accredited will allow the Museum to offer another experience to our patrons. It is intended to use the tram as multifunction vehicle which can be used to provide a number of different experiences from a catered function to a simple tram ride all in air conditioned comfort. We intend to

formally "name" the tram and this will be revealed at a later date.

We have also seen major works in Wendouree Parade at Depot Junction. For a number of years here has been a safety issue with falls to cyclists crossing the tram tracks at Depot Junction. The Ballarat City Council has been positioning Ballarat as a major cycling venue and they were keen to solve this problem as the road around Lake Wendouree is one of the preferred racing routes. It was determined the problem could be fixed by realigning the road so that cyclists would cross the tracks at right angles thus reducing the risk of falling dramatically. The new layout has been of great benefit to the Museum as it allows for a tram lay up in a protected area. The Council worked with the Museum closely throughout the project and although it did cause some disruption to our normal running I believe the result has been worth it. Thanks to Richard Gilbert, Paul Mong, Alistair Reither, Warren Doubleday and all who worked on this project.

The last year has also seen a major development with the Board adopting a comprehensive Business Development Plan. A separate committee has been established to oversee the implementation of the Business Development Plan. The work of this committee will become increasingly more important as time progresses. The committee has already been active in building connections with other organisations involved in the Gardens Precinct and other community groups.

The core activity of the Museum, which is running trams in Wendouree Parade and maintaining our fleet, has continued with great efforts being put in by all operations staff particularly Reece Carter

who keeps the traffic roster ticking over. I am told if you want to know what is really happening at the Depot then all you need to do is look up the Ballarat Tramway Museum Facebook page. As we go further into digital age these electronic forms of mass communication are becoming more important. We also have “eNews” as well as “Fares Please” now being available in electronic form. A sure sign of the changing times.

A big thank you to our sponsors who have shown great support over the last year. Also the Ballarat City Council, Public Transport Victoria, local members of parliament both state and federal.

I would also like to acknowledge the contribution Dave Macartney has made to the Museum. At last year’s AGM Dave was made a Life Member of the Museum. Dave has been the backbone of the maintenance area for many many years as well as the person who ensures that all the day to day issues are attended to at the depot. Thank you Dave.

One final matter to close.

In the seventies the M.M.T.B. ran a number of trams painted by prominent artists. The trams could be considered works of art in their own right. Earlier this year as part of the redevelopment of Preston Workshops tram 504 was going to be without a home. Tram 504 was one of the art trams and was painted by prominent artist Clifton Pugh. PTV offered the tram to the Museum on a permanent loan basis with the possibility of restoration at some time in the future. We have been able to store the tram at Bungaree under cover. I was pleased that we could help preserve part of Victoria’s transport heritage as I remember working on the tram as a conductor at Camberwell Depot.

I would like to thank all the Board members for the support and effort each and everyone has put in over the last year. Also all our volunteers. Ballarat Tramway Museum is volunteer run organisation. Without the commitment shown we would not be able to operate.

Greg Rodgers

2. Secretary’s Report

The incredible number of hours of attending to what used to be called ‘paperwork’ continued throughout the year. With what is now more and more an electronic environment, even when interstate or overseas I was able to keep up to date and follow through on issues when required.

The Board met eleven times during the year and Len Millar continued to take on the burden of minute taking allowing me to concentrate better on the business of the meeting. As is always the case meetings were conducted in a harmonious atmosphere. The makeup of the Board remained the same as in 2013-14, but Peter Waugh took over as Marketing Manager allowing Paul Mong to concentrate on the many projects currently ‘on the go’. A position of Assistant Operations Manager was created and Reece Carter is proving to be a great help in that role.

With the formation of the Business Development Committee the position of Co-ordinator was created to manage this committee and report back to the Board. For most of the year this was undertaken by Paul Mong with assistance from Warren Doubleday. The Committee met seven times during the year since its inaugural meeting on 31st October 2014. It includes some of our active volunteers who are not Board members.

The Safety and Incident Management Committee met five times during the year. Thankfully, apart from two incidents involving damaged overhead wires, most of the business of the Committee revolved around the routine management of the Safety Management System.

There were no audits conducted by Transport Safety Victoria during the year and the two internal audits found no issues. The arrival of Tram No 939 at the Depot has created an enormous job for members of the Committee to enable the tram to be accredited by Transport Safety Victoria to operate in Wendouree Parade. Warren Doubleday has led the accreditation project and has spent dozens of hours providing all the necessary documentation.

Twenty-eight new members and nine Junior Supporters joined during the year. This was the largest influx in recent times. The significant difference from other years is that a large proportion of these are now volunteering at the Museum. Total membership increased from 204 to 217 plus 19 Junior Supporters.

Sadly, Ian Stanley, one of our foundation members passed away during the year as well as Alan Hooley. The Museum was also represented at the funeral of former member Barry McCandlish. Well remembered by many of us, Barry had been a very active member for almost twenty years until the early 1990s.

I continued to gain pleasure from the task of editing *Fares Please!* Alan Bradley and Peter Waugh provided most of the interesting articles during the year. Two editions stretched to sixteen pages and three were fully in colour. The cost of printing is a major limiting factor and I encourage any member who can to

receive the electronic version which is always fully in colour and where the photos can be viewed in a much larger size. 103 members have now elected to receive *Fares Please!* by email.

Warren Doubleday embarked on the first complete revamp of our website, a task which was completed just after the end of the reporting year. Peter Waugh and Roger Gosney have maintained the Museum's Facebook page during the year. It has been so successful that I am now telling many people that it is the way I keep up to date with what is happening at the Museum! It can be found at:

<https://www.facebook.com/btm.org.au>.

Ballarat Tramway eNews launched by Peter Waugh in June 2014 has proved a great tool to get out the latest news of what is happening at the Museum. It has a wonderful immediacy.

I mention these avenues of communication, because when Richard Gilbert was the secretary some forty years ago he would sit down at the manual typewriter perhaps every two months to type out the latest news on a stencil. He would then put this stencil on the drum of the Gestetner duplicator and run off some 250 copies on Foolscap paper.

The Society, as the Museum was known at the time, had all member's addresses on metal plates. These were imprinted on envelopes, the mailout folded, stuffed and posted. To reduce postage costs it was also sorted into postal groups. To help, one or two other members would journey to Mentone for the evening.

Last year when a fallen tree destroyed one of our overhead poles, the story with copious photos was sent out to members and friends through *eNews* the same day!

Every year I single out Dave Macartney and thank him. He maintained his record by showing up at the depot every day and continued to attend to all those day to day happenings. This year I will add Reece Carter who among other jobs has taken over the task of clearing and forwarding the postal mail.

Peter Winspur

3. Marketing Manager's Report

The focus for promoting the Museum over the last 12 months has been to increase our presence on social media, and to develop a number of special events.

We have developed a high profile presence on Facebook, which has established a community of 650 supporters who keep up to date with events and activities at the Museum. We are able to promote special events to this group quickly and effectively. Information and photos about the tramway is updated every day.

Ballarat Tramway eNews is another way of reaching members and supporters. There have been fourteen editions of *eNews*, which is published monthly, and with a couple of special editions for special events, and breaking news. There is a large collection of our images from our Facebook page and *eNews* available on line on the Pinterest site. Over the last few months we have also begun to use Instagram to further promote the Museum.

The Museum also has a YouTube channel featuring short videos about our trams. Positive reviews on TripAdvisor have also gone a long way to promote the Museum as a major tourist attraction in Ballarat.

A number of special events were run during the year. These will hopefully become part of our annual calendar of activities. These events included the Santa Tram in December, the Horse Tram in January, the decorated Apron Tram as part of the Ballarat Apron Festival in March, the Biggest Morning Tea in May, the Cosy Trams as part of the Ballarat Winter Festival, the Night Tram in August, and music on the trams in October.

In May we also put on a range of activities as part of the National Trust and Ballarat Heritage Festivals. This included a static exhibition at the Museum with photos, artefacts and stories telling the story of tramway staff during the First World War. We ran two guided walks, one of the Prime Ministers' Avenue, and another exploring the Lost Landscapes of the area including aboriginal camping grounds, the zoo, the gatekeeper's cottage, the Shell House, and the horse tram stables.

A Tram Showcase day at the end of May, provided the opportunity to have all Ballarat's historic trams operating in Wendouree Parade. We also had a display at the Ballarat Heritage Festival in the Ballarat Library.

The Museum was also supported by the Ballarat Courier, WIN TV, ABC and the Ballarat Miner. We had several stories which made the front page of the local papers, and at least four stories on the television news.

A uniform for depot and workshop staff was developed during the year. This will help to create a more professional image for volunteers who interact with visitors to the Museum. These uniforms will be displayed for the first time at the Annual General Meeting.

Sales at our shop have continued at a steady rate. Our biggest sale item was postcards, and we have printed a limited number of collectable cards featuring our trams. Ballarat Regional Tourism also donated over \$4000 worth of surplus souvenir items following the closure of the shop in the Robert Clarke Centre. We are also selling 2016 calendars from the Ballarat Historical Society, featuring historic photos of Ballarat, some with our trams.

The goal of marketing is to increase the number of visitors which will increase our revenue to keep the trams operating. The best advertising is still word of mouth, so you can really help by telling family and friends about the Ballarat Tramway Museum.

Peter Waugh

4. Museum Services Manager's Report

This year has seen quite some diversion of my time from managing the Museum's collection to Tramcar Maintenance, planning for the reconstruction of Wendouree Parade track and preparing documentation for the Accreditation of Tram 939. This delayed the revision of the website in particular. However, with Peter Waugh we have made some good progress.

A small exhibition around the story of the Ballarat trammies involved in the First World War was prepared by Peter for display in tram 39. Peter has undertaken extensive research into those trammies, who worked for Ballarat tramways either before, during or after the war and found a lot of interesting stories. The Ballarat RSL, Richard Gilbert, Peter Waugh and Warren Doubleday loaned some collection

items that were related to the war. We also prepared an "Honour Roll" of the names of the tramway employees of Ballarat. There does not appear to have even been a formal Electric Supply Company of Victoria Honour board.

The website itself continues to be well received with about 1200 unique visitors each month. From the statistics we see what are the most popular pages and the documents that are viewed. The planned layout of the new website has taken into account this data. It is planned to launch the revised website by the end of August 2015. Peter Waugh through the Marketing area has developed our Social Media side and these links have been incorporated onto our Web page.

The Museum has been planning for some time to build a new room area next door to the upstairs archive storage room to provide a General Purpose Room. This would provide both archive room work space and a meeting or training room. The construction of this was well advanced by the end of the financial year with the fitting of electrical services, painting and floor covering remaining to be done.

Peter Waugh continues the work of cross matching the ESCo and SEC employee lists and other sources to build a list of those people who worked or were involved in the Ballarat tramway system. We now have a list of over 650 names. We are planning to make available the list of names and the date range on the website this year.

Both Alan Bradley and Peter Waugh have written very interesting articles for Fares Please! around the First World War, drawing material from our collection. The collection itself continues to grow, albeit a bit slower at this stage. The storage room is

becoming cluttered but with the additional room made available by the construction of the GP Room, it is planned to reorganise the room and put in additional storage shelving.

The provision of depot guides continues to be very popular, though more guides would be welcome. Training is provided.

The provision of two new interpretation panels is proceeding. The horse tram panel was well advanced in design by the end of year. The story of electric power in Ballarat and its relationship to the tramway is yet to be commenced.

My thanks to all those who have assisted during the year in continuing to enable us to meet the aims of the Museum in telling the story of Ballarat's tramways and its trammies.

Warren Doubleday

5. Technical Services Manager's Report

Another year down on what is a growing organization.

If you stand back and look what has been achieved during the year for a small group of workers it is amazing.

Tram Fleet:

Trams: 1,8,13,14,26,27,28,33,38,661 and 671 in service and receiving routine attention as required.

Tram 12:

Probably the biggest year to date for the rebuild of this tramcar.

Adam Stephenson from Ludbrookes joinery has painstakingly rebuilt large sections of the timberwork in this tram and it is looking like a tram again instead of just a pile of wood. By year's end we hope to have all the side panels back on and windows refitted.

Tram 18:

Is subject to a grant obtained through the former state government. This tram has been lifted from its truck and this has been sent away to our contractor at UGL Ballarat. This will be refurbished before placing back onto the tram sometime next year. The body of the tram is also undergoing a repaint and electrical works while in the workshop.

Tram 939:

This is also subject to a government grant of \$40,000. The tram was in a fair condition on arrival at Ballarat, but on closer inspection the body of the tram has had to have some major work done on it. The interior is being refitted out and the exterior is well underway to being painted. We hope to have all work completed by year's end.

Warren has been preparing the necessary documentation to enable the tramcar to be added to our operational fleet. The paperwork required for a Variation to our Rail Safety Accreditation is very extensive covering commissioning of the vehicle, training, operations and maintenance including ascertaining the competency of those who are involved.

Track and Civil:

We have worked with the City of Ballarat who allocated us \$75,000 in last year's budget to commence work on relaying between Carlton St and the old playground. We have purchased a quantity of grooved rail from Yarra Trams and new sleepers and materials to commence this work over the warmer months.

Other sections of the track have had attention as required. During the year, the roadway where the tram crosses to run into the depot was extensively altered for cyclist safety and we worked

in closely with the contractor and the City of Ballarat to ensure that the on time target was reached in this project.

Overhead:

Simon Jenkins has been the leading force in repairs during the year . Some sections have been rebuilt, mainly in conjunction with the rebuilding of the bottom of the access track lead onto Wendouree Parade.

Trucks and Miscellaneous equipment:

We have three trucks, two tower wagons and one flatbed truck, all are running fine.

During the year we were donated a trailer full of track tools through Metro Trains and the PTV. The trailer is currently away having some repairs undertaken and the tools repaired.

We were also donated some more track plates and fittings to continue on into the future. These plates were made surplus through V/Line and the PTV.

That wraps up this annual report.

Alastair Reither

Our Weekday Workers:

The weekday workforce grew a lot and achieved much during the year both at the depot and at Bungaree. They included: Paul Mong, Roger Gosney, Allan Snowball, Col Phillips, Barry Richardson, Neville Britton, Warren Doubleday and Peter Waugh. Since July they have been joined by Alan Hasler, Gary Reid and Mick Duncan. My apologies if I have missed anyone. Paul, Neville and Peter have driven the ‘Tram Tuesdays’ group and with a vastly increased workforce a larger and more structured work program is being developed.

Peter Winspur

6. Operations Manager’s Report

Total patronage for the year was 18,527 an increase of 1,812. Heartening this year was, unlike 2013/14, the increase was not just due to the bumper weekend of the Begonia Festival. It was also spread over most months.

Thirty-three groups visited the Museum. They ranged from Probus Clubs and schools to birthday parties, photos and transport for wedding parties and filming by film companies.

The annual *Springfest* market was held on Sunday 2nd November. Managed by *Rotary* all proceeds go to Ballarat charities. Another “Tram Pull” was organised for the day by *Rotary – Young Ambition* and this year’s event was very successful. Although it interrupts operations for an hour or so, it is a wonderful public relations exercise for the Museum.

The 40th anniversary of the first Society trams venturing into Wendouree Parade was celebrated on Sunday 7th December. A members’ event, it saw an attempt at a recreation of the photo taken by the late Bill Kingsley in 1974 which featured on the year’s membership card. It was unfortunate that the roadworks in the area had commenced and they detracted from the image we were trying to create. No 27, the first tram in 1974, is also one of the trams we have repainted to represent an earlier era. The other tram to run on the day in 1974, No 40, also ventured out to commemorate the day.

A most significant change to the design of the road at Depot Junction occurred in the weeks before Christmas. Council had become concerned over a number of years at the number of cyclists coming to grief at this location.

The final design is a great safety plus for the Museum as trams, particularly when travelling into the Museum, now cross the road almost at right angles rather than diverging into the traffic as they did in the past. There is also room to stop a tram completely clear of the main line.

Due to the good work of Peter Waugh, and the two Rogers (Gosney & Salen) the Santa tram finally materialised and ran on the two Saturdays before Christmas. It was a great success and, hopefully, will become a regular event.

Geoff Gardner was keen enough to drive again on Christmas Day. This year 116 people rode proving that even on this day many people are out and about looking for things to do. Thank you Geoff.

Boxing Day was the 40th anniversary since passenger carrying operations commenced. In 1974 the crews were myself and the late Geoff Cargeeg and Gavin Young and Graham Jordan. Unfortunately, family demands kept me away, but Gavin Young marked the occasion as one of the drivers. The first trams 27, 38 & 40 again ran. A 'Gold Coin Donation' day was declared to commemorate the day.

The very hot weather was quite fleeting over summer and this was reflected in slightly better patronage, although it is still far lower than it was until about ten years ago. After the tragic death of Bruce Hill, our previous man, Richard Gilbert made contact with Mat Thompson who has taken over Bruce's horses and No 1 Horse Tram made a very successful appearance on the Sunday of the Australia Day weekend and is to become a permanent attraction on that day. (Next outing Sunday 24th January 2016).

The *Ballarat Cycle Classic* saw another total closure of Wendouree Parade until

1:30 pm on Sunday 15th February. So far our protests about the negative effect that events such as this have on tourists and other users of the Gardens have fallen on deaf ears.

Good weather, particularly on Labour Day Sunday led to the most successful Begonia Festival for the Museum since free rides were introduced in 2004. We carried 8217 people over the three days with a record 3719 riding on the Sunday. At times, five trams were running, a logistical nightmare.

In April and May the Museum participated in both the National Trust Heritage Festival and the Ballarat Heritage Weekend. Peter Waugh has reported on the new initiatives he arranged.

Tram Showcase on Sunday 24th May was well promoted and saw every operable SEC tramcar run during the afternoon. The two SEC bogie trams maintained a base operation whilst various single truck trams ran from the Museum. We expect to make this an annual event.

Peter Fitzgerald became a driver and Neville Britton's training was well advanced by the end of the year. Ahmad Doost commenced training and Soraya Schultz became an assistant conductor.

One disappointment during the year was the virtual disappearance of several of our less regular traffic staff. The core of less than ten kept the trams running for 190 days, but there are times when they need backup or just relief so that they may recharge their batteries or enjoy a pursuit other than the tramway.

I must thank all those who did give so much of their time and also those who filled in at short notice or found time to help on some of the really busy days.

Peter Winspur

2014/2015 OPERATING STATISTICS

	DAYS RUN	KILOMETRES RUN	PASSENGERS CARRIED	AV PASS PER KM	AV KM PER DAY	AV PASS PER DAY
JULY	18	471.8	570	1.21	26.21	31.7
AUGUST	10	298.8	448	1.50	29.88	44.8
SEPTEMBER	17	515.4	1005	1.95	30.32	59.1
OCTOBER	19	379.6	844	2.22	19.98	44.4
NOVEMBER	15	320.8	910	2.84	21.39	60.7
DECEMBER	14	417.6	949	2.27	29.83	67.8
JANUARY	28	786.6	1862	2.37	28.09	66.5
FEBRUARY	10	249.0	470	1.89	24.90	47.0
MARCH	15	773.4	9057	11.71	51.56	603.8
APRIL	18	464.5	1053	2.27	25.81	58.5
MAY	13	382.4	767	2.01	29.42	59.0
JUNE	13	350.4	592	1.69	26.95	45.5
TOTAL	190	5410.3	18527	3.42	28.48	97.5
OVERALL	6897	275964.6	732732	2.66	40.01	106.2
PREV YEAR	177	5550.9	16715	3.01	31.36	94.4

Note: Overall Kilometre total excludes Km run in Melbourne.

2014/2015 TRAMCAR STATISTICS

CAR	2014- 2015 TOTALS			PROGRESSIVE TOTALS		
	DAYS RUN	HOURS RUN	KILOMETRES RUN	DAYS RUN	HOURS RUN	KM RUN
1	1	6:40	15.0	14	63:45	160.2
13	31	132:19	773.5	543	2383:54	15213.8
14	12	52:29	296.8	1322	5969:43	42167.6
18	9	40:27	244.2	950	4313:31	28431.7
26	19	63:27	386.8	737	3159:49	25671.5
27	40	136:18	789.8	1691	7323:22	51920.6
28	27	110:20	666.4	843	3296:35	21755.6
33	45	189:50	1126.2	1441	6127:56	41323.3
38	8	26:34	172.6	291	766:29	5154.2
40	10	28:18	197.4	492	1844:35	13826
661	9	45:39	285.2	483	1583:53	10240
671	27	71:25	413.6	646	1954:46	12520
939	1	1:45	8.2	1	1:45	8.2
8	11	14:27	34.6	173	180:34	682
Bendigo Trams *				203	947:00	6359.2
466				20	81:00	530.7
TOTALS		919:58	5410.3		39998:37	275964.6
PREV YEAR		912:18	5550.9			

* 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, 2015

2014	
\$	
CURRENT ASSETS	
280	Cash on Hand 280
25,023	Commonwealth Bank of Australia - Cheque Account 87,406
200,334	Commonwealth Bank of Australia - Cash Management Account 136,928
139,111	Bendigo & Adelaide Bank Ltd. - Term Deposit 143,285
109	Debtors 0
2,062	GST Refundable 673
8,930	Prepayments 9,704
4,523	Stock on Hand (at lower of cost or sale value) 3,832
<u>380,372</u>	Total Current Assets 382,108
NON CURRENT ASSETS	
20,125	Land & Buildings (at cost) 20,125
87,081	Tram Depot & Trackwork (at cost) 87,081
(50,330)	Less Provision for Depreciation 52,718 34,363
47,950	Electrical & Overhead Equipment (at cost) 79,369
(13,648)	Less Provision for Depreciation 16,590 62,779
4,101	Trams (at cost) 4,101
(4,101)	Less Provision for Depreciation 4,101 0
14,238	Other Equipment (at cost) 14,238
(9,722)	Less Provision for Depreciation 10,935 3,303
8,569	Motor Vehicle (at cost) 8,569
(2,099)	Less Provision for Depreciation 3,555 5,014
129,000	Trams Restoration (at cost) 133,416
(98,270)	Less Provision for Depreciation 102,219 31,197
88,451	Museum Equipment (at cost) 92,219
(34,794)	Less Provision for Depreciation 38,995 53,224
<u>186,551</u>	Total Non Current Assets 210,005
<u>\$566,923</u>	TOTAL ASSETS \$592,113
CURRENT LIABILITIES	
5,000	Creditors 0
15,000	Grants Received in Advance 39,382
<u>20,000</u>	Total Current Liabilities 39,382
<u>20,000</u>	TOTAL LIABILITIES 39,382
<u>\$546,923</u>	NET ASSETS \$552,731
ACCUMULATED FUNDS	
<u>\$546,923</u>	Accumulated Funds as at 30th June, 2015 <u>\$552,731</u>

BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

Statement of Income & Expenditure for Year Ended 30th June, 2015

2014		
\$	INCOME	
4,708	Membership Subscriptions	5,092
23,894	Donations Received	17,938
949	Surplus Souvenir & Kiosk Operations	2,792
24,698	Fares	26,702
1,982	Advertising	5,173
3,567	Interest Received	8,782
	Grants Received - Australian Government Grants to Voluntary	
2,000	Environment, Sustainability & Heritage Organisations (GVESHO) program	0
5,801	Grants Received - Other	90,617
3,500	City of Ballarat Sponsorship	3,500
298,562	Legacy	0
1,880	Sundry Income	3,469
<u>371,541</u>	Total Income	<u>164,065</u>
	LESS EXPENDITURE	
439	Advertising	976
257	Bank Charges	441
5,325	Bungaree House Expenses	3,844
15,000	Business Plan	0
14,918	Depreciation	16,149
3,959	Electricity	3,363
2,692	General Expenses	2,411
7,801	Grant Money Expenditure	90,617
10,685	Insurance	9,753
264	Land Rent	272
1,828	Medicals	1,440
2,486	Motor Vehicle Expenses	2,217
4,926	Printing & Stationery	2,672
265	Rates	742
9,002	Repairs & Maintenance	19,687
2,428	Subscriptions	731
3,242	Telephone & Postage	2,942
<u>85,517</u>	Total Expenditure	<u>158,257</u>
\$286,024	SURPLUS (DEFICIT) FOR YEAR	\$5,808
260,899	Accumulated Funds as at 30th June, 2014	546,923
<u>\$546,923</u>	Accumulated Funds as at 30th June, 2015	<u>\$552,731</u>

BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

Statement of Cash Flows for Year Ended 30th June, 2015

2014			
\$	Cash Flows from Operating Activities		
377,186	Revenue from Operations	179,774	
(66,126)	Payments to Suppliers and Employees	(145,802)	
3,567	Interest Received	8,782	
<u>314,627</u>	Net Cash provided by Operating Activities (see Note 7)		42,754
	Cash Flows from Investing Activities		
(12,099)	Additions to Electrical & Overhead Equipment	(31,419)	
(10,820)	Additions to Tram Restoration	(4,416)	
(6,180)	Additions to Museum Equipment	(3,768)	
<u>(29,099)</u>	Net Cash used in other activities		(39,603)
285,528	Net Increase (Decrease) in Cash Held		3,151
79,220	Cash at beginning of year		364,748
<u>\$364,748</u>	Cash at end of year (Note 6)		<u>\$367,899</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, 2015

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, 2015 (Cont'd)

2014

\$ 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
25,023	Commonwealth Bank of Australia - Cheque Account	87,406
200,334	Commonwealth Bank of Australia - Cash Management Account	136,928
139,111	Bendigo & Adelaide Bank Ltd. - Term Deposit	143,285
<u>\$364,748</u>		<u>\$367,899</u>

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

286,024	Operating Surplus	5,808
14,918	Depreciation	16,149
	Changes in Assets and Liabilities	
14	(Increase) Decrease in Debtors	109
(631)	(Increase) Decrease in GST Refundable	1,389
(46)	(Increase) Decrease in Prepayments	(774)
2,268	(Increase) Decrease in Stock on Hand	691
2,882	Increase (Decrease) in Creditors	(5,000)
9,198	Increase (Decrease) in Grants Received in Advance	24,382
<u>\$314,627</u>		<u>\$42,754</u>

Cash Outflows shown in brackets

BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

Statement by the Committee

Year Ended 30th June, 2015

- (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:
- giving a true and fair view of the financial position of the association as at 30th June, 2014 and of its performance, as represented by the results of its operations and its cash flows for the year ended on that date; and
 - 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 23th day of September, 2015.

G. Rodgers
President

C. Cleak
Treasurer

Paroissien Accountants Pty Ltd

A.B.N. 39 144 478 026

Incorporating K. L. Paroissien & Associates

Business and Taxation Advisors

A. R. Paroissien FIPA Director

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 2015, 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 2014 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 23rd September, 2015.

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Telephone 9847 0300 Fax 9847 0277 Mobile 0413 604 799
email: andrew@paro.com.au*



Commemorating 40 years: Tram No 27 re-lives the Museum's first run.
 The construction of the redesigned roadway is in full swing. *Photo: Peter Bruce 7/12/15*



The new solar panels.



Barry & Allan jack up No 18.

Our Volunteers at Work

Right: Kevin, Col, Peter & Al.

Below: Track workers must be guarded!

Photos: Paul Mong, Peter Waugh, Roger Gosney





Tram Showcase – All the operable former SEC trams ran. *Photo: Martin Bennet 24/5/15*



Begonia Festival - Next Tram Please! *Photo: Peter Winspur 9/3/15*



Gee Up! Paul Mong releases the brake whilst Matt Thompson encourages the horses.
Photo: Peter Winspur 25/1/15



Former Melbourne Restaurant Tram 939 on test. The only time it was seen in burgundy in Wendouree Parade.
Photo: Peter Winspur 28/1/15