

# Ballarat Tramway Museum Inc.



No 27 leaves the Depot 21/9/2019



No 27 on the first trip 45 years ago

## Annual Report 2019 - 2020



Launching the new track: Juliana Addison MLA, Paul Mong, Mayor Ben Taylor. Virginia Fenelon & Richard Gilbert hold the ribbon. Neville Britton is the driver. Photo: Peter Waugh 31/10/19



Our new track under construction Photo: Paul Mong



New signage Photo: Peter Winspur 1/3/20



No 407 arriving on loan from the Melbourne Tramcar Preservation Association. The new ramp has greatly simplified the transfer of trams as well as reducing costs. Photo: Peter Waugh 23/2/20



Pole realignment Photo: Paul Mong



Tram Cavalcade 21/9/19 Photo: David Fennell



# Ballarat Tramway Museum Inc.

## Annual Report 2019 - 2020

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### The Board

President	Paul Mong
Vice President	Greg Rodgers
Secretary	Peter Winspur
Treasurer	Carolyn Cleak
Board Members	Neville Britton Virginia Fenelon Richard Gilbert Chris Phillips Peter Waugh John Whiting

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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)  
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The Ballarat Tramway Museum acknowledges the Wadawurrung as the Traditional Owners of this land and pays our respects to their Elders, past, present and emerging.

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# 1. President's Report

I am pleased to present the President's report for the year 2019-2020 which was one of most challenging years yet. I would like to thank our members, volunteers and the board of management for their ongoing support throughout the year.

The museum started the financial year of which saw us take on our biggest infrastructure project in nearly 40 years, over 300 metres of track replaced from Carlton St to Depot Junction. I would like to thank the State government and the City of Ballarat for supporting us to fund this project and also contractors Fulton Hogan who completed the works, it was an amazing job and one that will last in the community for a very long time.

The annual Ballarat Rotary Springfest and the Ballarat Begonia Festival was also popular which saw record crowds for the museum during these events. They were sponsored by V/Line and the City of Ballarat which allowed us to offer free tram rides. I would like to thank them both for their ongoing support. Another popular event we ran this year was the annual tram showcase which saw the majority of our collection on display.

It is important that we can continue to work with other museums and organisations to grow. A perfect example of this was the arrival of Tram 407 which is on loan from the Melbourne Tramcar Preservation Association. It received a very popular response from the public.

We also were able to obtain from VicTrack and the State Government two historic W class from Newport retired tram strategy, Trams 836 and 1029. We are currently restoring 1029 to operate in Ballarat when completed.

From this strategy these historic trams have been distributed out to the community. One perfect example of this the museum assisted in was the arrival of 812 to the Diamond Creek Rotary Club which will be used as a café overlooking a new playground.

Over the past twelve months a committee led by Virginia Fenelon has been working with

Heritage Victoria and the City of Ballarat to obtain a planning permit for our museum extension. We have now received approval from both. The next step will be preparing tender documents. We are planning for this to be built in time for our 50<sup>th</sup> anniversary in September 2021. I would like to thank our members and the community who has contributed towards this project which will play an important part in showcasing our collection and the history of Ballarat.

The museum also published a new book "Tramway by the Lake", I would like to thank Chris Phillips and Peter Waugh for their efforts in making this book it is great value and well worth a read.

For our trams to operate in Wendouree Pde for the public we need to be approved by the regulator. This year we saw this change from Transport Safety Victoria (TSV) to the Office of the National Rail Safety Regulator (ONRSR) for this to happen we need to update our safety management system. Warren Doubleday, Peter Winspur, Greg Rodgers and Neville Britton have been working very hard on this. I would like to thank them all for their efforts it is definitely one of many jobs that normally goes unrecognised but plays an important part in operating our museum.

As you are all well aware on Friday the 20<sup>th</sup> of March the board decided to temporarily close our museum and suspend tram operations to the public due to the COVID-19 Pandemic. Unfortunately, we still haven't been able to open yet which is having a real financial strain on our organisation and also more concerning I am worried about the health and wellbeing of our volunteers and their families. At this stage an official date has not been set yet to reopen however we have been working very hard behind the scenes to prepare us to reopen when it is safe to do so.

I would like to affirm that our organisation will get through this crisis and be a stronger museum. We have big plans for 2021 and this highlights how fortunate we are to have a strong and productive board and I would like to thank them for their fantastic contribution they have made this year to our museum.

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On behalf of the museum I would like to take this opportunity to thank all of the following organisations and individuals for their support and help over the last 12 months.

Mayor of Ballarat and Councillors.  
State Local Member for Wendouree Juliana Addison MP.  
Federal Local Member Catherine King MP.  
VicTrack.  
Museums Victoria.  
Council of Tramway Museums of Australasia (COTMA).

Our sponsors:

Pipers by the Lake.  
Sovereign Caravans.  
Train World.  
Best of Ballarat.  
Visit Ballarat.  
V/Line.  
Bendigo Bank.

*Paul Mong*

## 2. Secretary's Report

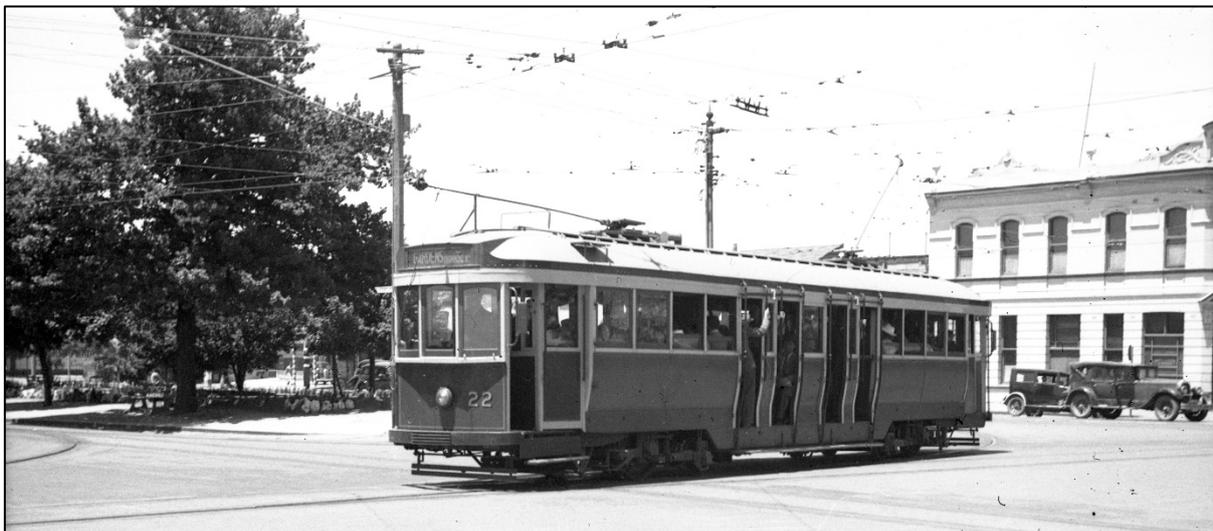
The year 2019-20 certainly became like none other with the worldwide spread of COVID-19. In our 49 year history the only time operations ceased was when the substation was badly damaged by lightning in mid October 2004. It was eight weeks before we could resume. At the end of June 2020 no visitors had been allowed for three and a half months. Plans to reopen early in July were dashed when infections accelerated in Melbourne.

Around Christmas every year the Board marks the end of another year by enjoying a meal somewhere. For various reasons the end of 2019 was not celebrated until after the 2020 Begonia Festival. On Friday 13<sup>th</sup> March the monthly board meeting was held at the Bungaree house after which we adjourned for lunch at the Wallace Hotel. Little did we know that following meetings would be by Zoom.

For the secretary, work has continued even though the trams have not run. Modern technology has been the great enabler whether it be through the Zoom meetings or the easy exchange of documentation. We have been able to keep most of the membership up to date by email or through social media.

As Paul Mong has indicated in his report, much has been happening during closure to ensure visiting the Museum is a greater experience when the public are able to return. Early planning has commenced for the celebration of the Museum's fiftieth year. Planning for the Museum extension to house our new display hall is well advanced. The Museum continues to seek further funding for track replacement and the building extension.

The composition of the Board remained the same as in 2018-19. It met twelve times during the year. Three of these meetings were over Zoom. Although meeting in one room cannot be rivalled when it comes to discussing major issues, the flexibility of teleconferencing will almost certainly see it as a permanent tool in the future.



Bogie No. 22 (later No. 37) turns from Sturt St into Drummond St North on its way to the Gardens  
Note the large number standing passengers. *Photo Wal Jack c1946.*

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Meetings were harmonious and very productive. Managers continued to provide detailed written reports and when the year's minute book was compiled it came to 147 pages! Without the monthly financial statements! Again, modern technology allows this resource to be readily searchable for future reference.

The secretary's office is the place where records of the Museum are housed. Fortunately, most are now found on his computer and backed up in the clouds.

At the 30<sup>th</sup> June there were 227 members, a decrease of eight. Fifteen people and two Junior Supporters joined as members during the year. Four former members rejoined including Clyde Croft. Clyde was one of our foundation members and the Society secretary during the important formative years. There were thirteen Junior Supporters. Foundation member Dave Mickle passed away in April. Dave was 89.

Every member of the Board has a specific responsibility. In addition to the statutory positions of President, Vice President, Secretary and Treasurer the Museum has five managers and there are a number of committees. Neville Britton looks after operations, Peter Waugh marketing, Warren Doubleday the collection, Greg Rodgers training and Paul Mong is what we call the Technical Services Manager. Paul is responsible for the Museum's infrastructure and tramcars. Chris Phillips has the unenviable task of ensuring that there is staff to operate the Museum and trams. Richard Gilbert is our COTMA representative.

Last year we set up the Project Control Committee chaired by Virginia Fenelon. Its task is to manage the building extension project. John Whiting chairs the Business Development Committee which progresses a number of specific projects. Currently, it has commenced planning our 50<sup>th</sup> anniversary celebrations and seeking funding for the restoration of pop art tram No 504.

Chaired by Greg Rodgers, the Safety and Incident Management Committee met five times during the year. The major task this year was the transition to the national regulator.

The oversight of rail safety of tramways and the tourist and heritage railways in Victoria passed

over to the Office of the National Rail Safety Regulator (ONRSR) on 2<sup>nd</sup> December 2019 meaning that all rail safety regulation in Australia is managed by one body. The national regulator was established in 2012 and it has been a slow process to bring all the states on board.

Unfortunately for the Museum the transition has required a major rewrite of our Safety Management System. We are so lucky to have the services of Warren Doubleday who has now done this three times over the past twenty or so years. Currently, we are reviewing all our documentation to ensure it conforms with the national requirements and hope to fully transition later in 2020. For the new Victorian Act of 2006 this task took two years!

My other main job is to arrange and supervise the training of our new drivers including undertaking much of the actual training. This year saw the return of Tony Smith after an absence of over thirty years! He had forgotten very little. Mark McKay also returned after a much shorter absence. We commenced training Arthur Adams and Andrew Bailey, but this is now on hold until operations recommence. One great aspect of our driver training in recent years is that most of our new recruits are under forty which bides well for the future of the Museum.

*Peter Winspur*



Sam & Rowan 9/3/20 Photo: Paul Mong

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### 3. Marketing Manager's Report

Our last financial year gave us some interesting challenges. The closure of operations because of COVID-19 in March, just after the Begonia Festival, and normally a very busy time, meant that we were not able to run several planned events. The Horse Tram Day was cancelled, as was our new High Tea service for *Cuthberts 939*. Tours and school visits ceased, as well as community presentations.

However, highlights this year have been continued community support as demonstrated on social media. A virtual tour of the Museum has been featured on Facebook, and training to improve the quality of our presentations on Instagram have been successful.

We received a lot of media coverage on TV, newspapers and radio with the opening of the new track, and also the arrival of two "new" trams from Newport.

Between July and February, I gave talks to many organizations on the history of the Ballarat Tramways. One pleasing outcome has been many of these groups followed up the presentation with a visit to the Museum and ride on the trams.

Our annual tram showcase again attracted a large number of visitors, and considering the weather was marginal at best, it proved that this was a popular event to keep on the calendar.

The Cavalcade of Trams was again enjoyed by many, with even more trams included in the procession. This year we also organized a vintage bus ride to the Melbourne Tramcar Preservation Association at Haddon, with the bus packed to capacity. We continued to operate the trams into the night to provide another unique experience. The connection with Haddon was further strengthened with their generous loan of a W2 class tram which was one of the highlights of the 2020 Begonia Festival.

A new publication was launched, "Tramway By The Lake", by Chris Phillips and Peter Waugh, a small 24 page booklet with over 60 colour photos, giving a brief history of the Ballarat tramway, the Museum, and our current tram fleet.

The Santa Tram was another highlight, with Peter Waugh stepping into Santa's boots after Roger Salen's retirement. Santa was on board for four days in December, with many happy small (and large) children. Several kindergartens took advantage of our Xmas tram, and Santa was able to join in with their celebrations.

*Fares Please!* was published six times during the year, and with support from a number of contributors, each edition was able to be sixteen pages. The editor would be delighted to hear from members who may have stories, anecdotes or photographs they would like to share.

*Peter Waugh*



No 27 in Lydiard St in the mid 1940s. It is about to shunt across and head for the Gardens via Drummond St North  
Our cover features the tram in 1974 testing the new access to the BTPS depot and in 2019 Photo: Wal Jack  
No 27 is now 104 years old and has been in the Museum's possession longer than any of the previous three owners.

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## 4. Museum Services Manager's Report

The last 12 months have seen a few ups and downs. The most depressing part has been the Covid-19 crisis. This has meant that I have only been able to get to the Museum twice since the start of February.

The highlight was the completion and installation of fourteen interpretation panels in five of the Tramway shelters: St Aidans Drive, Gardens Loop, Carlton St and the depot. The assistance of Peter Waugh and Peter Lambert Design is gratefully acknowledged. These are full colour panels printed on metal sheets and were funded by a Public Records Office Victoria's Local History grant. Virtually all the photographs used were from our collection.

The Museum's website has been restructured to have a responsive format, that is, able to be viewed at the appropriate size when using a hand-held device. All our past annual reports and *Fares Please!* have been scanned and can be viewed at [www.btm.org.au/history.html](http://www.btm.org.au/history.html) Website traffic remains steady despite Covid-19 at about 1400 individual visitors per month.

Len Millar's continuing series of articles about our tram collection has seen the use of historical photos of the trams from the collection. The web page for each tram is updated for Len's articles following publication.

The Covid-19 "interlude" has enabled the scanning of some 450 Wal Jack black and white negatives (120 and 125 size). While principally Ballarat, the collection includes Geelong and Bendigo photos of the 1940's and 50's. Many of the Ballarat and Geelong ones were new to our collection. Wal was a frequent traveller to Adelaide. Eight packets of his Adelaide negatives (some 275) were formally transferred via the Adelaide Tramway Museum at St Kilda to the National Railway Museum collection at Port Dock where there are better facilities for housing and scanning them.

For the first six months of 2019 to 2020, recorded visitor numbers were up over 10% compared to the same period the previous years.

Numbers to the end of March are yet to be compiled due to the crisis.

Some 470 items were added to the catalogue and many additional high-resolution scans were added to the collection as well. One significant donation was from David Wright at the last AGM. This comprised many newspaper cuttings and photos which covered the last days of the SEC operations and the early years of the Museum. Photographs were received from Richard Gilbert and Andrew Howlett and a MMTB Destination box from Dale Budd for use in tram 504.

As part of its Museum Accreditation status, the Museum reviewed the Code of Ethics it operates under. The previous code by Museum's Australia is no longer supported and now out of date. The Museum adopted the International Council of Museums document.

Peter Waugh continues to maintain our Social Media pages and has entertained our followers with photos and stories of our fleet of trams over the years. Last year, the Museum was No. 9 of things to do in Ballarat on the Trip Advisor page, this year we are No. 7.

On behalf of the Board, I would like to thank all the volunteers and our supporters for their support during this troubled time. We are looking forward however to a great 50<sup>th</sup> Anniversary next year. This includes both the formation of the Museum and the closure of the SEC operated tramway system. The Museum has been operating trams in Ballarat longer than any other organisation in the past. Hopefully will be allowed to operate again soon.

*Warren Doubleday*

### **The Wal Jack collection**

The BTM was fortunate to be donated the photographic collection of Wal Jack. For many years Wal was a prolific photographer of railways and tramways until his untimely death in 1964.

A few of these wonderful photos are featured in this year's Report.

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## 5. Technical Services Manager's Report

I am very proud of what we have achieved this year, we undertook our biggest infrastructure project in 50 years in replacing 300 metres of track of course with assistance from Fulton Hogan who did an amazing job. The project was completed in 5 weeks and saw 300 metres of 57kg Groove rail installed using duo pod concrete sleepers which were encased with 42mpa concrete up to sleeper height then filled with compacted crushed rock then a layer of asphalt which was laid to bring it to rail height.

We also completed a new storage shed at Bungaree which will have a dual purpose, it will store crucial spare parts and also be used to restore trams the first being 1029 which was donated to us by the State Government and VicTrack as well as 836. The restoration of 1029 is well underway and is planned to be completed by late 2021.

Tram 12 is also progressing well, and I would like to thank our members for donating towards this project. The roof is now completed, internal and external seats are done, and work has begun in making a truck for this tram. The first step was getting Leyton Chan from New Zealand to complete Engineer drawings for this project in which he did an amazing job, thank you. The next step will be to make patterns for side frames, axle boxes and fabricate parts then put the truck together.

Tram 33's truck has also received some attention which saw Bendigo Tramways turn the

wheels and cast new white metal for the axle box bearings. They also replaced bushes in the brake hanger system. The wheels and axles were also sent away to get the journals thermit welded to bring them up to standard. The compressor was overhauled as well as a few other parts. Thanks to Gordon Bentley and Mick Duncan for this work.

In March we were also excited to welcome W2 407 to our fleet of trams just in time before Begonia Festival. Thank you to the Melbourne Tramcar Preservation Association Inc. for their support in allowing us to borrow this very unique tram, which was very popular during the Festival. This tram will replace 661 for now until it is repaired.

With COVID-19 restrictions brought in mid-March and not being able to operate it was a perfect opportunity to complete some Overhead, Substation and Track maintenance. During this period, we saw 6 poles straightened in our depot fan and span wires replaced. The overhead was then adjusted along the fan and at Depot Junction. Ageing track joints were repaired out in Wendouree Pde and some of our track curves were built up. The substation also required some general maintenance and further protection and metering was added to the system.

It has been a very challenging but rewarding year and I would like to thank everyone who has assisted me with these projects from the Tuesday and Wednesday workshop groups through to managers of projects and the depot.

*Paul Mong*



Something is amiss - No. 37 using the Dawson St cross over from the north side to the south side, with a large load of passengers. The destination appears to be Gardens via Sturt St West. *Photo Wal Jack, early 1950's.*

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## 6. Operations Manager's Report

It is with pleasure that I provide this report. I extend my sincere thanks to President Paul Mong, my fellow Board Members, Peter Winspur for continued support with behind the scenes paperwork, Roster Clerk Chris Phillips and each of the Museum volunteers who have supported operations.

The 2019/20 year was going well with good passenger and visitor numbers. With the developing impact of COVID-19 and the introduction of lockdown restrictions, our tramway operations ceased from 21 March 2020. Our passenger numbers from 1 July 2019 to 21 March 2020 were 18,874. With tramway closure, crew training stopped but will resume when operations recommence. Special thanks to those who have retired from driving duties.

The summer holiday operations were affected by some extremely hot days and suspended for the day on 30 December when the temperature reached 40 degrees and lightning was forecast. Special thanks to Richard and Geoff for providing the Christmas Day service with 88 passengers. Boxing Day saw 124 passengers. New Year's Day, there were 149 passengers. The January long weekend was busy with 88 passengers and 101 visitors on the 25<sup>th</sup>, 175 passengers and 208 visitors on the 26<sup>th</sup> and 136 passengers 178 visitors on the 27<sup>th</sup>.

The Begonia Festival held over the March long weekend was busy as usual. The City of Ballarat again provided funding to allow us to operate a free service. A six-car service operated in the busy period immediately following the Festival Parade. 6,857 passenger trips were recorded over the three days. This is slightly less than recent years because of changed parking arrangements. Over the weekend, ex Melbourne 1926 built W2 #407 on loan from the Melbourne Tramway Preservation Association attracted much interest on its first outings at Ballarat.

V/Line sponsored our operations on Springfest Market Day allowing a free service to our 3,248 passengers. We appreciate the support of V/Line

and look forward to maintaining the relationship. Springfest 2020 has been cancelled because of the ongoing COVID-19 epidemic.

Several special events were conducted. The annual 'Battle of Ballarat - Tram Pull' was conducted as part of Springfest. The replaced section of tramway was used providing the competitors with better foot grip on the newly laid hot mix surface. The 'Santa Tram' operated over four days with a patronage of 313. 'Tram Showcase' was held on 21 September culminating with a cavalcade of nine trams in convoy. This year's horse tram #1 was cancelled because of the COVID-19 epidemic.

Prior to cessation, charters and visits to the Museum were consistent with previous years, as were wedding charters using W4 #671 continuing our relationship with Pipers by the Lake. Because of social distancing requirements, the use of Cuthberts #939 is not likely to resume for some time.

The effects of COVID-19 mean our future operations will be much different. The impact of social distancing whether by Government direction, or community expectation, will impact our tramway operations by restricting the number of passengers able to ride a tram. To maximise capacity, our regular operations will need to regularly include larger bogie trams, or multiple 4-wheel trams. This will require additional crew to be rostered.

I thank all our volunteers who have supported our tramway operations during the past year and for the support I received in the Operations Manager position.

*Neville Britton*



## Our Tramcar Fleet (At 30 June 2020)

1	BTC	1887	Horse drawn tram	Reconstructed to original style
8	M&MTB	1934	Scrubber tram Ballarat 1999	Single truck Not SEC

### Single Truck Trams

13	P&MTT	1915	Ballarat 1936	Ex Geelong No 30.	In 1960's SEC livery	Owned by Lake Goldsmith Steam Preservation Society.
14	P&MTT	1915	Ballarat 1936	Ex Geelong No 29.	In late 1960's SEC livery	Owned by City of Ballarat
18	P&MTT	1913	Ballarat 1931	In 1950's SEC livery	Owned by the City of Ballarat following amalgamation with Borough of Sebastopol	
26	HTT	1916	Ballarat 1930	Returned to 1930 condition	"California Combination Car"	
27	HTT	1916	Ballarat 1930	In 1935 SEC livery		
28	HTT	1916	Ballarat 1930	In ESCo livery		
33	M&MTB	1920	Ballarat 1935	In mid 1960's SEC livery	Built for the FTT	

### Bogie Trams

38	P&MTT	1914	Ballarat 1951	In early 1960's SEC livery	Doors added by SEC for one man operation	
40	P&MTT	1913	Ballarat 1951	In final (mid 1960's) SEC livery		

### Bogie Trams not operated by the SEC

671	M&MTB	1934	Ballarat 1976	In all over advertising livery		
407	M&MTB	1926	BTM 2020	In final MMTB W2 colour scheme	On loan from MTPA	
939	M&MTB	1948	Ballarat 2014	Former Colonial Restaurant Car Co Tram No 3		

### Under restoration/reconstruction

12	ESCo	1905		Under reconstruction to 1905 condition		
1029	M&MTB	1956	Ballarat 2019	Under restoration to M&MTB 1970s livery		

### Display tram

39	P&MTT	1914	Ballarat.1951	Converted to static museum display centre		
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### Former SEC trams stored awaiting restoration

11	P&MTT	1915	Ballarat 1935	Ex Geelong No 28.	To be restored	
21	ESCo	1913		Built new for ESCo	Body only	
22	ESCo	1913		Built new for ESCo	Body only	
Geelong 28	P&MTT	1915	Geelong 1928	Private ownership 1956	Ballarat 2019	
32	M&MTB	1920	Ballarat 1935	Built for the FTT		

### Stored M&MTB trams

504	M&MTB	1928	Ballarat 2015	'The Clifton Pugh tram' - in 'Pop Art' livery	Ownership to BTM 2019	
661	M&MTB	1932	Ballarat 1976	In Melbourne 1920's livery	Awaiting repair	
836	M&MTB	1938	Ballarat 2019	In 'The Met' colour scheme		
924	M&MTB	1940	Ballarat 2010	In PTC livery		
1039	M&MTB	1956	Ballarat 2014	Modified W7 class	M&MTB green & cream	

### Abbreviations:

BTC	Ballaarat Tramway Company Ltd
BTM	Ballarat Tramway Museum
ESCo	Electric Supply Company of Victoria
FTT	Footscray Tramways Trust
HTT	Hawthorn Tramways Trust
M&MTB	Melbourne & Metropolitan Tramways Board
P&MTT	Prahran & Malvern Tramways Trust
PTC	Public Transport Corporation
SEC	State Electricity Commission of Victoria
The Met	Metropolitan Transit Authority

Note: The first date is the date in service with the original operator.  
The second date is the arrival in Ballarat.

### Annual Patronage

	2019-20	2018-19	2017-18	2016-17	2015-16	2014-15	2013-14
<b>Patronage</b>	<b>18874</b>	<b>21176</b>	<b>19700</b>	<b>20167</b>	<b>20314</b>	<b>18527</b>	<b>16715</b>
<b>Overall</b>	<b>832963</b>	<b>814089</b>	<b>792913</b>	<b>773213</b>	<b>753046</b>	<b>732732</b>	<b>714205</b>
<b>Non Begonia</b>	<b>12017</b>	<b>14410</b>	<b>12052</b>	<b>11997</b>	<b>12637</b>	<b>10189</b>	<b>9333</b>
<b>Begonias</b>	<b>6857</b>	<b>6766</b>	<b>7648</b>	<b>8170</b>	<b>7677</b>	<b>8217</b>	<b>7382</b>
<b>Springfest</b>	<b>3248</b>	<b>1646</b>	<b>543</b>	<b>753</b>	<b>505</b>	<b>394</b>	<b>367</b>
<b>Easter</b>	<b>0</b>	<b>644</b>	<b>337</b>	<b>394</b>	<b>403</b>	<b>478</b>	<b>418</b>
<b>Days run</b>	<b>152</b>	<b>211</b>	<b>206</b>	<b>206</b>	<b>204</b>	<b>190</b>	<b>177</b>

## 2019/2020 OPERATING STATISTICS

	DAYS RUN	KILOMETRES RUN	PASSENGERS CARRIED	ROSTERED DAYS	CUTHBERTS 939	WEDDINGS ("Pipers")	GROUP VISITS*
JULY	19	517.8	1073	18	1		1
AUGUST	9	252.8	404	9			
SEPTEMBER	15	500.8	1072	15			3
OCTOBER	16	398.8	969	12	2	2	6
NOVEMBER	19	536.8	4238	12	3	2	11
DECEMBER	19	548.4	1379	15	1	1	4
JANUARY	28	971.4	2063	28		2	
FEBRUARY	13	338.0	523	9	1	1	1
MARCH	11	603.6	7153	10		1	5
APRIL							
MAY	1	4.6					
JUNE	2	7.2					
<b>TOTAL</b>	<b>152</b>	<b>4680.2</b>	<b>18874</b>	<b>128</b>	<b>8</b>	<b>9</b>	<b>31</b>
<b>OVERALL</b>	<b>7876</b>	<b>305351.6</b>	<b>832963</b>	<b>Not available</b>	<b>103</b>	<b>45</b>	<b>Not available</b>
PREV YEAR	211	6136.8	21176	194	30	19	37

Note: Overall Kilometre total excludes Km run in Melbourne.

\* Schools, clubs, birthdays, weddings, etc. Excludes depot visits without a tram ride.

## 2019/2020 TRAMCAR STATISTICS

CAR	2019- 2020 TOTALS			PROGRESSIVE TOTALS		
	DAYS RUN	HOURS RUN	KILOMETRES RUN	DAYS RUN	HOURS RUN	KM RUN
1				18	91:40	231.8
13	50	194:35	1082.8	728	2938:13	18392.9
14	30	126:38	731.8	1519	6485:29	45159.8
18	19	93:22	396.3	979	4432:35	28983.8
26	12	49:09	316.6	861	3434:18	27435.1
27	22	91:56	516.7	2074	8379:20	58214.8
28	22	87:33	497.6	1044	3858:20	25039.8
33	1	0:32	2.6	1795	7041:45	46775.1
38	15	39:08	235.6	360	925:27	6049.6
40	13	45:30	270.0	582	2025:01	14891.8
661				526	1727:14	11047.8
671	25	60:46	325.2	783	2269:46	14177.2
939	9	17:40	68.6	171	240:33	963.4
8	14	14:23	41.6	268	257:47	904.0
407	8	34:38	194.8	8	34:38	194.8
Bendigo Trams *				203	947:00	6359.2
466				20	81:00	530.7
<b>TOTALS</b>		<b>855:50</b>	<b>4680.2</b>		<b>45170:06</b>	<b>305351.6</b>
PREV YEAR		118:22	6136.8			

\* 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, 2020

2019	
\$	
	<b>CURRENT ASSETS</b>
280	Cash on Hand 1,350
36,943	Commonwealth Bank of Australia - Cheque Account 638,789
438,198	Commonwealth Bank of Australia - Cash Management 309,876
1,783	Bendigo & Adelaide Bank Ltd. - Cheque Account 83,781
102,112	Bendigo & Adelaide Bank Ltd. - Term Deposit 53,587
1,060,000	Bendigo & Adelaide Bank Ltd. - Depot Extension Acc. 1,100,042
0	Debtors 0
1,630	GST Refundable 4,583
10,264	Prepayments 6,779
9,574	Stock on Hand (at lower of cost or sale value) 10,637
<u>1,660,784</u>	<b>Total Current Assets</b> 2,209,424
	<b>NON CURRENT ASSETS</b>
20,125	Land & Buildings (at cost) 20,125
139,164	Tram Depot & Trackwork (at cost) 210,435
(65,271)	Less Provision for Depreciation <u>70,013</u> 140,422
79,369	Electrical & Overhead Equipment (at cost) 79,369
(31,030)	Less Provision for Depreciation <u>34,640</u> 44,729
4,101	Trams (at cost) 4,101
(4,101)	Less Provision for Depreciation <u>4,101</u> 0
20,738	Other Equipment (at cost) 20,738
(14,873)	Less Provision for Depreciation <u>16,037</u> 4,701
8,569	Motor Vehicle (at cost) 8,569
(8,569)	Less Provision for Depreciation <u>8,569</u> 0
221,041	Trams Restoration (at cost) 262,160
(129,260)	Less Provision for Depreciation <u>138,734</u> 123,426
153,493	Museum Equipment (at cost) 187,136
(58,966)	Less Provision for Depreciation <u>67,500</u> 119,636
<u>334,530</u>	<b>Total Non Current Assets</b> 453,039
<u>\$1,995,314</u>	<b>TOTAL ASSETS</b> <u>\$2,662,463</u>
	<b>CURRENT LIABILITIES</b>
0	Creditors 0
6,851	Grants Received in Advance 0
0	Income Received in Advance 218,513
<u>6,851</u>	<b>Total Current Liabilities</b> 218,513
<u>6,851</u>	<b>TOTAL LIABILITIES</b> 218,513
<u>\$1,988,463</u>	<b>NET ASSETS</b> <u>\$2,443,950</u>
	<b>ACCUMULATED FUNDS</b>
<u>\$1,988,463</u>	Accumulated Funds as at 30th June, 2020 <u>\$2,443,950</u>

# BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

## Statement of Income & Expenditure for Year Ended 30th June, 2020

2019		
\$	INCOME	
6,009	Membership Subscriptions	5,764
1,019,531	Donations Received	516,273
192,243	Legacy	301
3,830	Surplus Souvenir & Kiosk Operations	5,545
40,136	Fares	27,134
7,382	Tram 939 Income	2,004
4,282	Advertising	3,491
7,950	Interest Received	7,861
1,080	Grants Received	6,851
3,500	City of Ballarat Sponsorship	3,500
0	V/Line Sponsorship	1,200
5,183	Sale of Trams & Assets	600
1,481	Sundry Income	2,401
<u>1,292,607</u>	<b>Total Income</b>	<u>582,925</u>
<b>LESS EXPENDITURE</b>		
548	Advertising	967
429	Bank Charges	607
3,957	Bungaree House Expenses	3,711
24,319	Depreciation	27,524
1,241	Electricity	1,562
1,688	General Expenses	1,549
1,080	Grant Money Expenditure	6,851
10,542	Insurance	13,565
291	Land Rent	294
2,584	Medicals	1,540
9,411	Motor Vehicle Expenses	17,860
3,458	Printing & Stationery	5,327
815	Rates	776
25,606	Repairs & Maintenance	37,333
2,836	Security	3,403
921	Subscriptions	1,104
3,097	Telephone & Postage	2,865
1,227	Tram 939 Expenses	600
<u>94,050</u>	<b>Total Expenditure</b>	<u>127,438</u>
<u><b>\$1,198,557</b></u>	<b>SURPLUS (DEFICIT) FOR YEAR</b>	<u><b>\$455,487</b></u>

**BALLARAT TRAMWAY MUSEUM INCORPORATED**  
**Association No. A0031819K**  
**Statement of changes in Accumulated Funds**

	<b>Retained Surplus</b>	<b>Total</b>
	\$	\$
Balance as at 1st July, 2018	789,906	789,906
Plus Net Profit for Year	1,198,557	1,198,557
Closing Balance as at 30th June, 2019	<u><b>\$1,988,463</b></u>	<u><b>\$1,988,463</b></u>
Balance as at 1st July, 2019	1,988,463	1,988,463
Plus Net Profit for Year	455,487	455,487
Closing Balance as at 30th June, 2020	<u><b>\$2,443,950</b></u>	<u><b>\$2,443,950</b></u>

**BALLARAT TRAMWAY MUSEUM INCORPORATED**  
**Association No. A0031819K**  
**Statement of Cash Flows for Year Ended 30th June, 2020**

<b>2019</b>		
\$	<b>Cash Flows from Operating Activities</b>	
1,283,577	Revenue from Operations	786,726
(72,478)	Payments to Suppliers and Employees	(100,445)
7,950	Interest Received	7,861
<u>1,219,049</u>	Net Cash provided by Operating Activities (see Note 7)	<u>694,142</u>
	 <b>Cash Flows from Investing Activities</b>	
(37,718)	Additions to Depot	(71,271)
(23,267)	Additions to Tram Restoration	(41,119)
(2,179)	Additions to Museum Equipment	(33,643)
<u>(63,164)</u>	Net Cash used in other activities	<u>(146,033)</u>
1,155,885	Net Increase (Decrease) in Cash Held	548,109
483,431	Cash at beginning of year	1,639,316
<u><b>\$1,639,316</b></u>	<b>Cash at end of year (Note 6)</b>	<u><b>\$2,187,425</b></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, 2020**

### **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, 2020 (Cont'd)

2019

\$

### 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	1,350
36,943	Commonwealth Bank of Australia - Cheque Account	638,789
438,198	Commonwealth Bank of Australia - Cash Management Account	309,876
1,783	Bendigo & Adelaide Bank Ltd. - Cheque Account	83,781
102,112	Bendigo & Adelaide Bank Ltd. - Term Deposit	53,587
1,060,000	Bendigo & Adelaide Bank Ltd. - Depot Extension Account	1,100,042
<u>\$1,639,316</u>		<u>\$2,187,425</u>

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

1,198,557	Operating Surplus	455,487
24,319	Depreciation	27,524
	<b>Changes in Assets and Liabilities</b>	
0	(Increase) Decrease in Debtors	0
434	(Increase) Decrease in GST Refundable	(2,953)
0	(Increase) Decrease in Prepayments	3,485
(3,181)	(Increase) Decrease in Stock on Hand	(1,063)
0	Increase (Decrease) in Creditors	0
(1,080)	Increase (Decrease) in Grants Received in Advance	(6,851)
0	Increase (Decrease) in Income Received in Advance	218,513
<u>\$1,219,049</u>		<u>\$694,142</u>

Cash Outflows shown in brackets

## BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

Statement by the Committee

Year Ended 30th June, 2020

- (1) In the opinion of the committee of Ballarat Tramway Museum Inc.
- 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, 2020 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;
  - 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 25<sup>th</sup> day of October 2020.

**P. Mong**  
President

**C. Cleak**  
Treasurer

# Paroissien Accountants Pty Ltd

ABN 39 144 478 026

Business and Taxation Advisors

A.R. Paroissien FIPA FFA CTA

## 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 general purpose financial report of the Ballarat Tramway Museum Incorporated (the association), which comprises of the balance sheet as at 30 June 2020, the income statement, and statement of cash flows for the year then ended, notes comprising a summary of significant accounting policies and other explanatory information, and the committee's report.

### The Responsibility of the Committee for the Financial Report

The committee of the association is responsible for the preparation of the financial report, and has determined that the basis of preparation described in Note 1, is appropriate to meet the requirements of the *Associations Incorporation Reform Act 2012*. The committee's responsibility also includes such internal control as the committee determines is necessary to enable the preparation of a financial report that is free from material misstatement, whether due to fraud or error.

### Auditor's Responsibility

Our responsibility is to express an opinion on the financial report based on our audit. We have conducted our audit in accordance with Australian Auditing Standards. Those 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 judgement, 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 of the financial report that gives a true and fair view, in order to design audit procedures that are appropriate in the circumstances but not for the purpose of expressing the appropriateness of accounting policies used and the reasonableness of accounting estimates made by the committee, as well as evaluating the overall presentation of the financial report.

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 the Australian professional ethical pronouncements.

### Auditor's Opinion

In our opinion the financial report of the association has been prepared in accordance with the *Association Incorporation Reform Act 2012* including:

- a) giving a true and fair view of the entity's financial position as at 30 June 2020 and of its performance for the year ended on that date; and
- b) complying with Australian Accounting Standards as referred to in Note 1 to the financial statements.

### Basis of accounting and restriction on distribution

Without modifying our opinion, we draw attention to Note 1 to the financial report, which describes the basis of accounting. The financial report has been prepared to assist Ballarat Tramway Museum Incorporated to meet the requirements of the *Associations Incorporation Reform Act 2012*. As a result the report may not be suitable for another purpose.



A.R. Paroissien FIPA

Paroissien Accountants Pty. Ltd.

Dated in Ringwood on 19<sup>th</sup> October, 2020.

Level 1, 154 Maroondah Highway (P.O. Box 377), Ringwood, 3134  
t: 03 9847 0300 m: 0413 604 799 e: [andrew@paro.com.au](mailto:andrew@paro.com.au)



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**Front Cover photos:** Peter Waugh, Bill Kingsley  
**Rear cover photos:** Peter Waugh,  
**Other photos:** Peter Waugh, Paul Mong, Carolyn Cleak, unknown



Christmas get together

Photo: Peter Waugh 11/12/19



Board lunch at the Wallace Hotel 13/3/20



New maintenance shed Photo: Paul Mong



The end of the day Photo: Peter Waugh



Gravin



Neville, an Operations Manager prepared to undertake any task



Paul, Allan, Alastair at Diamond Creek



The President



Mayor Samantha McIntosh, speaks to Alice Mong with Juliana Addison MLA

Photo: Peter Waugh 8/9/19





**Pamela**



**Ryan, Richard, Neville**



**Pierre**

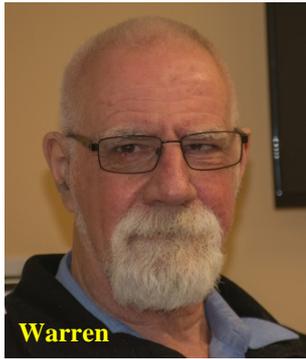


**Len**

## **Our Volunteers**



**Jeni**



**Warren**



**Chris & Juliana**



**Chris**



**Greg F.**



**Peter**



**Greg R.**



**John R.**



**Arthur**



**Gordon**



**Greg K.**



**Reece**



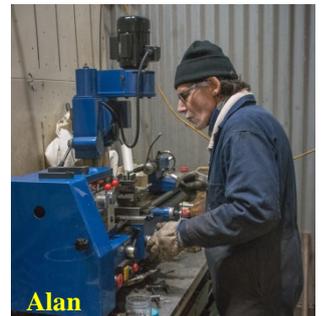
**Peter B.**



**Neil**



**Ken**



**Alan**