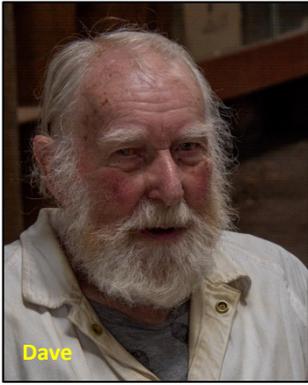


Ballarat Tramway Museum Inc.



Annual Report 2020 - 2021



Dave



Peter, Neville, Greg, Richard, Sam, Greg
Peter, Carolyn, Paul



Len & Gary



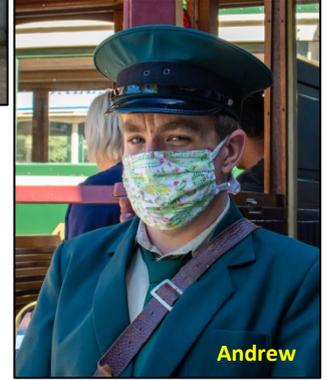
John



Arthur



Neil



Andrew



John



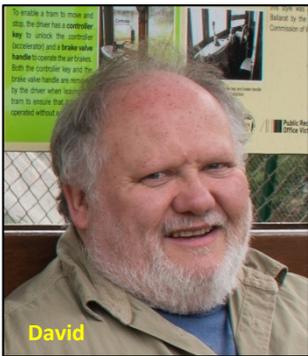
Greg



Craig



Matt



David



Chris



Ken, Mollie, Amity



Warrington, Virginia, Pamela



Alastair

A few members of the team



Ballarat Tramway Museum Inc.

Annual Report 2020 - 2021

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The Board

President	Paul Mong
Vice President	Greg Rodgers
Secretary	Peter Winspur
Treasurer	Carolyn Cleak
Board Members	Sam Boon Neville Britton Richard Gilbert Greg King Peter Waugh John Whiting

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: 61 3 5334 1580
Email: secretary@btm.org.au Web: <http://www.btm.org.au>

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.

1. President's Report

I am pleased to present the President's report for the year 2020-21 which was again another challenging year. I would like to thank our members, volunteers and the board of management for their ongoing support throughout the year which marks our 50th anniversary.

July 2020 saw no trams operating due to the COVID-19 pandemic and this stretched on until the end of November until we were eventually able to operate again. In this time, we were able to do some crucial infrastructure projects which included track and overhead repairs plus tramcar maintenance which included a couple of restoration projects.

We also saw the arrival of the beautifully restored Geelong butterbox tram No 2 which had spent the last 18 months in Bendigo being mechanically and electrically overhauled.

It was also pleasing to see in November a number of regular volunteers come back and join us to operate our trams. Due to Covid safety rules the board decided to change our operations which saw the tram departing and arriving from the museum which has worked out very well considering our number of passengers have increased dramatically.

Over the past 12 months the Project Control Committee lead by Virginia Fenelon has been focused on constructing the new museum display building which is currently been built by MKM constructions which is a local company. The project is well underway, and it is planned to be completed in September. After this the museum will focus on fitting the building out and running the new tracks to the building once this is completed, we will be able to open to the general public in 2022.

As President of this wonderful organisation, I am very pleased to see the ongoing support from not only our members but also the community. This year we saw another big announcement from our fantastic local member for Wendouree Juliana Addison who announced through the state Regional Jobs

Infrastructure Fund a grant of \$1.2 million for further track replacement. This will see a further 600m of track replaced some of which dates back to 1905. Also I would like to thank the City of Ballarat for their ongoing support of the track replacement program plus also the introduction of the Neon night tram, which has been very popular.

Another supporter of the museum and the Tourist and Heritage rail sector is VicTrack. Their support financially this year has been crucial to seeing our infrastructure maintained. On top of this we have teamed up with VicTrack, Melbourne Tram Museum and COTMA to work on a project that will see our off-site property at Bungaree play an important part in preserving tramway history. We are currently in the process of building a large storage facility to house these historic surplus trams and equipment.

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 twelve months.

Mayor of Ballarat and Councillors.
State Local Member for Wendouree:
Juliana Addison MP.
Federal Local Member:
Catherine King MP.
VicTrack.
Museum 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
Haymes Paint

Paul Mong

2. Secretary's Report

The continuation of the COVID-19 pandemic led to many challenges during the year. Meetings continued to be scheduled on Zoom and for many months some board members were Melbourne bound. We finally got together in late November 2020 at the Museum. By then I had applied to Consumer Affairs Victoria for an extension of time to hold a delayed Annual General Meeting in December.

Virginia Fenelon and Chris Phillips decided to stand down from the Board before the elections and this allowed us to welcome Sam Boon and Greg King to join us in November. Both have contributed much in their first year. Sam has assisted Neville in Operations and stood in for him during his long annual winter holiday on the road up north. This year Neville spent much of his trip trying to avoid lockdowns. Greg has finally achieved what I have been aiming to do for years by arranging to outfit our crews in new uniforms.

Both Virginia and Chris have continued to work incredibly hard for the Museum. Virginia has managed our biggest project so far in the construction of the new building and Chris has continued the increasingly difficult task of managing the staff roster. Meanwhile, Peter Waugh took on the extra task of COVID marshal.

There has been so much happening even when the trams have been silent. We found the wonders of modern technology have allowed us to hold a record sixteen board meetings during the year. Regular monthly meetings were supplemented by four to allow the Board to approve the special projects that have been happening. Zoom has certainly been a useful tool.

At the 30th June there were 250 members, an increase of twenty-three. There were 15 junior supporters. Twenty-six people and four junior supporters joined during the year.

This was the largest number of new applications for many years. In April 2020 we were informed that foundation member Dave Mickle had passed away. This year the Museum received a bequest of \$20,000 from his estate. We were not advised of any member having passed away during this year.

A welcome trend has been the increase in the number of local people joining with a good number of them offering to volunteer for a variety of tasks.

Mentioned in my report last year, the complete rewriting of the Museum's safety management system was finalised and we transitioned formally on 1 June 2021. Practically, there is no change to our operations. But through the process, every document of the safety section of our management system was reviewed and often rewritten. Many of the other documents which also form part of the whole system were also reviewed. Warren Doubleday has stated that this was the last time he will be performing this task. He is now reviewing all the documentation relevant to our collection management. You can't keep a good man down!

The Safety and Incident Management Committee met four times during the year. It continued to review our safety documentation as we progressed to implementing the updated Safety Management System. Two minor incidents were investigated.

I continued in the job of supervising the training of new drivers. During the year our examiner, Greg Rodgers, qualified Arthur Adams and Andrew Bayley and requalified Gary Davey after an absence of over thirty years. Arthur and Andrew are both young and we hope to have them around for many years. Due to the COVID-19 lockdown in June we were unable to qualify Cathy Thomas until July. Cathy is a former driver and driver trainer from Melbourne. Her partner, David,

currently a driver for Yarra Trams will start training as soon as lock down ends.

I have been the compiler and keeper of the operational records ever since 1974. This year the altered method of operation and being confined to Melbourne at the time I would normally compile some of these had meant that I am not able to finalise the tramcar statistics in time for this report.

The decision was made to slightly alter our fare structure from 1 July 2020. We finally introduced a free ticket for children under three. They are passengers which should be counted and many love to be included when the conductor is issuing the tickets. We also introduced a seniors/pensioners' fare. In the past if the request was made for this they were charged half fare and this was considered too great a discount.

Our ticket revenue can be broken into three streams. There are those purchased on the day. There are group visits paid in bulk and there are special events where the Museum is paid a flat fee to operate the tramway.

From 2004 until 2019 the City of Ballarat paid the Museum to operate the tramway during the Begonia Festival and free rides were offered to visitors. This had the effect of massively increasing patronage. Unfortun-

ately, over the years the return to the Museum on each passenger has decreased.

In 2021 a scaled back event saw the Museum continuing with its current COVID-19 operation from the depot rather than providing a transport service along Wendouree Parade. Ridership was down dramatically, but the weekend's revenue was actually higher. The balancing act for the Museum is to decide how much we believe we should be involved in community events and if so what fee we can negotiate with the organisers.

Once Victoria opened up in November 2020 visitation to Ballarat and the gardens became the highest for many years as Victorians kept their travel within the state and Melbournians embarked on day rather than overseas trips. In 2019/20 the average patronage per day was 124. This year it was 154. The number and percentage of fare paying patrons increased dramatically and this has been reflected in a greatly increased income from fares. In recent years the adult/child ratio has been reasonably constant at about 60/40.

I hope to be able continue with my current tasks for another year as well as driving when I am needed and available.

Peter Winspur



" 'Music for the People' day. 14-3-48 " *Photo: Wal Jack*
(No 25 transferred to Bendigo 1960 and now No 6, No 23 was scrapped in 1951)
Note the dog!

3. Marketing Manager's Report

This year was quite a challenge as we were affected by the various lockdowns and restrictions imposed by the COVID 19 pandemic. Many of the Museum's volunteers were in the at-risk group being over 60 years old. On the trams our volunteers have close interactions with visitors, so safety is a primary concern. This resulted in changes with the way the trams were operated, and the museum shop became the centre for all ticket transactions. We installed "sneeze screens" and hand sanitizing stations. Sign in, and later scan in, record keeping was required for all visitors. We were assisted by several new volunteers who were undergoing training as tourist guides. They have been acting as out COVID marshals at the entrance to the Museum, welcoming visitors and ensuring a smooth flow of people through the building.

Regulations were also challenging to meet as the government's guidelines did not include a specific category for tramway museums. Spaces in the museum and on the trams had to be measured, and visitor numbers calculated to allow for social distancing requirements. This limited the numbers of passengers on each tram, and as a result we increased the number of services to cater for the numbers. During the busy times, passengers were queued up to buy tickets and to board the trams. With interstate travel blocked, we had record numbers of local visitors.

With the Museum shut for several long periods over the 12 months, we kept up our activities on-line, for our members, volunteers, and the public. Regular posting on Facebook, with virtual tram tours was a highlight. Instagram has proved again to be popular.

Keeping up the engagement and interest certainly helped keep our visitor numbers high when we were able to operate. Regular postings on WhatsApp with images from our collection, engaged the interest of volunteers throughout the lockdown

I was able to give a few talks to various Probus groups and the Light Car Club.

Our special function tram has been unable to operate at all during the year because of COVID requirements. This has been a disappointment, especially as we were training volunteer crews, and were getting many bookings.

Other regular events have also been disrupted, so our Showcase Day and the Santa Tram did not operate. We were able to operate the Night Tram as part of the Ballarat Heritage Festival. With support from the City of Ballarat, the tram was decorated with neon and coloured lights. The council sponsored the tram service, and we were able to operate free rides. The event sold out, but unfortunately the last weekend was cancelled by a COVID lockdown. The council has agreed to fund us again to run an even better event in 2022.

Fares Please was published six times during the year, and once again each edition was able to be 16 pages. The regular supply of stories and photographs from members has been a great help to meeting the deadlines. The editor would be delighted to hear from members who may have stories, anecdotes or photographs they would like to share.

Peter Waugh



The chief photographer with Juliana Addison MLA

4. Museum Services Manager's Report

Over the 12-month period under review, it has been a period of many lockdowns. Sadly 2021 is not looking any better than 2020. Many plans such as that for 50th Anniversary of the closure of the SEC operated Ballarat Tramways and a COTMA Conference have been dashed. All we can hope is that 2022 will be a better year and include shifting the collection into our new Collection storage space.

Extensive work has gone into the planning the fitout and then the move of our collection into a new much bigger storage space in the new Museum building; construction is now well underway. Steel shelving has been ordered along with specialist racks for storing for example, framed items vertically. The existing room now holds too many boxes for its size and has become very cluttered.

The Museum's website has been changed repeatedly for the on again - off again nature of our tram operations along with our Google page. We have added further information to our www.btm.org.au/history.html page, such as the record books for our tramcars; and most importantly four sets of minutes of meeting held between the three Provincial tramways during the early 1950s. They make interesting reading. Included on the website is a Project Page, which has about a weekly set of photos of the new building being constructed.

See: www.btm.org.au/project.html

During the various COVID lockdowns, work on the Museum's collection management has continued. A process to look at an alternative collection management system has commenced with the aim of having all or parts of it available for on-line access. My involvement with drafting Rail Safety Management system documents has taken quite a bit of time. Hopefully this latter task

will wind down during 2022.

During the year, some 280 items were added to the Catalogue. These included two files of newspaper cuttings during the early 1960's when it was attempted by the SEC to shut down both Ballarat and Bendigo systems. Donations were received from Wayne Kell the former SEC depot Pitman, a framed set of ESCo tickets from the City of Ballarat, Save the Trams tee shirts of 1971, along with some small collections of photographs and other items.

We received two large donations of materials from the families of former Melbourne tramway drivers. These have been sorted and passed onto the Melbourne Tram Museum where they are more appropriately held. In return the Melbourne Tram Museum has passed to us materials that are relevant to us. This has been particularly so with materials from the Bob Prentice collection of Ballarat items.

As part of the collection process we also collect contemporary materials such as newspaper cuttings about the Museum.

We welcomed Carolyn Staines to the team. Carolyn has been going through the collection and checking box contents and descriptions. A few errors have been found and then corrected. The new "work room" or "archives office" will allow up to three people to work at the same time.

It has not been practicable to continue the "Museum visitor" count like previous years with visitors coming to the depot to buy their tickets. A whole new way of doing this is on the horizon.

Peter Waugh continues to maintain the Facebook, Instagram and other Social Media pages. We continue to have a high ranking on the Trip Advisor page; No 6 of things to do in Ballarat.

Finally, I would like to thank all of those who have assisted myself and the Museum.

Warren Doubleday

5. Technical Services Manager's Report

During the last 12 months we have been busy restoring Tram 12 & 1029 which has seen significant progress on both projects. Tram 12 now has the roof painted and sealed with further work made on making patterns for the truck it also about to receive the first coat of paint on the external panels which has been donated by Haymes paint. Tram 1029 has been externally painted now work has begun on the inside which involves a full strip down.

Although we have seen another year affected by COVID the ongoing maintenance of these 100-year-old trams did not stop. Tram 40 was involved in a vehicle accident and saw damage along the side of the tram, this involved repairs to the panels, windows and painting. Tram 38 also required significant rebuilding of its brake rigging and compressor both trams are now back in service. Unfortunately, this is not case for Tram 14 & 27 both with motor and truck issues which

will see these trams out of action for a while until these repairs are completed.

Significant work has also continued on track and overhead infrastructure with planning and designing of further track replacement out in the street and new track to the new museum.

Ongoing maintenance of the general track and points continued out in the street and along the depot fan. The depot fan overhead saw new span wires and insulators installed and further improvements completed on the substation. We also continued with general servicing and overhauling of compressors in our tram fleet, this year we saw the introduction of VCAL students from Loreto College who took on the task of overhauling the Forest City signals.

I would like to thank our very dedicated team of volunteers who have continued there wonderful work in keeping these trams going so thousands of visitors can enjoy them each year.

Paul Mong



Left: Bill & Mick **Above:** Simon **Right:** Alastair



Left:
Neville & Paul showing
Juliana Addison MLA
why the Museum applied
for the government grant

Right:
Gordon



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, Assistant and Acting Operations Manager Sam Boon for keeping things moving in my absence, Roster Clerk Chris Phillips and each of the BTM volunteers who have supported operations.

The 2020/21 year has seen COVID-19 severely impact our museum and tram operations. Services were suspended until November with further stop / start and stop again restrictions for the remainder of the 2020/21 year. About 24 weeks of operations were cancelled. Our traditional busiest days – Begonia Festival and Springfest were both modified to suit COVID restrictions which meant special tram operations were not needed. This year's horse tram #1 activity was also cancelled. Function tram Cuthberts 939 has not operated this year. With so many uncertainties, some charters were cancelled.

One positive COVID-19 outcome was the increase in visitors to Ballarat. With interstate travel restrictions in place, on some days our daily patronage tested our capacity.

More than 200 passengers were carried daily on 20 days. There were 1219 passengers over the three days of the Labour Day long weekend including 539 on the Sunday. Our total tram patronage was 13,087 despite operating for little more than half of the year.

To enable COVID cleaning and the management of tram capacity, trips commenced and returned to the Depot. A two-tram service operated with a tram departing from the Depot as the other moved south from Depot Junction to Carlton Street, then returned to the Depot and prepared for the next trip. This provided departures at about every 15 minutes. To cater for passenger capacity, at times two trams ran in convoy meaning three or four trams running the service and retuning to two trams as demand eased. However, the crewing needs for this arrangement meant we did not operate on each day of the school holidays. The success of the two-tram operating arrangement is likely to see this as our permanent arrangement supporting more activity, and to focus upon the new Museum display building.

In April, we were approached by the City of Ballarat with a proposal for a LED and neon lit tram to be a feature event for the Ballarat Heritage Festival. The festival changed to a month-long event held in May rather than

	Annual Patronage						
	2020-21	2019-20	2018-19	2017-18	2016-17	2015-16	2014-15
Patronage	13087	18874	21176	19700	20167	20314	18527
Overall	846050	832963	814089	792913	773213	753046	732732
Non Begonia	11870	12017	14410	12052	11997	12637	10189
Begonias	1217	6857	6766	7648	8170	7677	8217
Springfest	N/A	3248	1646	543	753	505	394
Easter	1437	0	644	337	394	403	478
Days run	85	152	211	206	206	204	190

one weekend. The concept grew legs quickly with the need to provide battery power on the tram and safely attach 40 metres of LED strips and neon lighting. With only hours to spare tram #18 ventured into the darkness albeit with some technical difficulties for the first weekend of running. But we knew we could do better and with greater knowledge, #18 was almost completely stripped of the lights and redone for the second weekend and subsequent running.

With Council sponsorship as a pre-booked free activity, the service was fully booked for the remainder of the month greatly exceeding our expectations. However, COVID-19 restrictions stopped operations for the final weekend. Because of the popularity, the City of Ballarat have embraced the activity enthusiastically and the Night Tram is likely to be seen again at future events.

More generally several new drivers have qualified this year and other have returned after an absence. With the new Museum

enhancing our display capability and becoming the focus of BTM our future is very positive. I thank all volunteers who have supported our tramway operations during the past year and for the support I received in the Operations Manager position. Hopefully the remainder of 2020 and 2021 will not have the COVID-19 restraints we have experienced this year.

Neville Britton



Former Geelong Tram No.2 arrived in September 2020

2020/2021 OPERATING STATISTICS

	DAYS RUN	KILOMETRES RUN	PASSENGERS CARRIED	ROSTERED DAYS	CUTHBERTS 939	WEDDINGS ("Pipers")	GROUP VISITS*
JULY							
AUGUST							
SEPTEMBER							
OCTOBER							
NOVEMBER	3	174.2	235	3			
DECEMBER	13	637.0	2265	12			1
JANUARY	17	886.6	3025	17		1	1
FEBRUARY	6	293.8	601	6			2
MARCH	15	491.4	2067	9			5
APRIL	15	587.6	2604	13		2	1
MAY	11	522.6	1773	8		1	3
JUNE	5	200.2	517	5		1	1
TOTAL	85	3793.4	13087	73	0	5	14
OVERALL	7876	309154.0	846050	Not available	103	50	Not available
PREV YEAR	152	4680.2	18874	128	8	9	31

Note: Overall Kilometre total excludes Km run in Melbourne.

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

Our Tramcar Fleet (At 30 June 2021)

1	BTC	1887		Horse drawn tram	Reconstructed to original style		
8	M&MTB	1934	Ballarat 1999	Scrubber tram	In 1930's M&MTB livery	Single truck	Not SEC

Single Truck Trams

2	MESCo	1912	Ballarat 2020	Geelong No 2	Reconstructed to original style	Not operated in Ballarat by the SEC	
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			
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	Expected completion early 2022		

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 (All bogie 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		

Owned by the Melbourne Tramcar Preservation Association (MTPA) (All bogie trams)

41	VR	1921	Haddon 1977	Victorian Railway Tram livery	Operational	To Ballarat late 2021	
103	M&MTB	1921	Haddon 1982	M&MTB livery	Operational	At Haddon	
357	M&MTB	1926	Haddon 1977	M&MTB livery	Operational	At Haddon	
407	M&MTB	1926	Haddon 1977	Final MMTB W2 colour scheme	Operational	To Ballarat 2020	
671	M&MTB	1934	Haddon 1976	In 1950s M&MTB livery	Operational	At Haddon	
792	M&MTB	1937	Haddon 2010	Under restoration to as built appearance	Currently not operational		
849	M&MTB	1940	Haddon 2008	In The Met livery	Operational	At Haddon	

Abbreviations:

AETM	Australian Electric Transport Museum (S.A.)	MESCo	Melbourne Electric Supply Co. (Geelong)
BTC	Ballarat Tramway Company Ltd	M&MTB	Melbourne & Metropolitan Tramways Board
BTM	Ballarat Tramway Museum	P&MTT	Prahran & Malvern Tramways Trust
ESCo	Electric Supply Company of Victoria	PTC	Public Transport Corporation
FTT	Footscray Tramways Trust	SEC	State Electricity Commission of Victoria
HTT	Hawthorn Tramways Trust	The Met	Metropolitan Transit Authority
		VR	Victorian Railways

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

BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

Balance Sheet as at 30th June, 2021

2020	
\$	
CURRENT ASSETS	
1,350	Cash on Hand 1,350
638,789	Commonwealth Bank of Australia - Cheque Account 1,000
309,876	Commonwealth Bank of Australia - Cash Management 287,998
83,781	Bendigo & Adelaide Bank Ltd. - Cheque Account 884,002
53,587	Bendigo & Adelaide Bank Ltd. - Term Deposit 53,795
1,100,042	Bendigo & Adelaide Bank Ltd. - Depot Extension Acc. 1,112,933
0	Bendigo & Adelaide Bank Ltd. - Track Replacement Acc. 12,000
4,583	GST Refundable 0
6,779	Prepayments 10,561
10,637	Stock on Hand (at lower of cost or sale value) 9,692
<u>2,209,424</u>	Total Current Assets <u>2,373,331</u>
NON CURRENT ASSETS	
20,125	Land & Buildings (at cost) 20,125
210,435	Tram Depot & Trackwork (at cost) 853,545
(70,013)	Less Provision for Depreciation <u>75,005</u> 778,540
79,369	Electrical & Overhead Equipment (at cost) 79,369
(34,640)	Less Provision for Depreciation <u>38,250</u> 41,119
4,101	Trams (at cost) 4,101
(4,101)	Less Provision for Depreciation <u>4,101</u> 0
20,738	Other Equipment (at cost) 24,738
(16,037)	Less Provision for Depreciation <u>17,219</u> 7,519
8,569	Motor Vehicle (at cost) 8,569
(8,569)	Less Provision for Depreciation <u>8,569</u> 0
262,160	Trams Restoration (at cost) 284,637
(138,734)	Less Provision for Depreciation <u>149,267</u> 135,370
187,136	Museum Equipment (at cost) 209,491
(67,500)	Less Provision for Depreciation <u>78,514</u> 130,977
<u>453,039</u>	Total Non Current Assets <u>1,113,650</u>
<u>\$2,662,463</u>	TOTAL ASSETS <u>\$3,486,981</u>
CURRENT LIABILITIES	
0	GST Payable 9,845
0	Grants Received in Advance 720,000
<u>218,513</u>	Income Received in Advance <u>215,716</u>
<u>218,513</u>	Total Current Liabilities <u>945,561</u>
<u>218,513</u>	TOTAL LIABILITIES <u>945,561</u>
<u>\$2,443,950</u>	NET ASSETS <u>\$2,541,420</u>
ACCUMULATED FUNDS	
<u>\$2,443,950</u>	Accumulated Funds as at 30th June, 2021 <u>\$2,541,420</u>

BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

Statement of Income & Expenditure for Year Ended 30th June, 2021

2020		
\$	INCOME	
5,764	Membership Subscriptions	6,481
516,273	Donations Received	88,172
301	Legacy	20,000
5,545	Surplus Souvenir & Kiosk Operations	2,705
27,134	Fares	41,732
2,004	Tram 939 Income	0
3,491	Advertising	1,836
7,861	Interest Received	1,146
6,851	Grants Received	52,549
3,500	City of Ballarat Sponsorship	6,784
1,200	V/Line Sponsorship	0
600	Sale of Trams & Assets	363
2,401	Sundry Income	3,471
<u>582,925</u>	Total Income	<u>225,239</u>
	LESS EXPENDITURE	
967	Advertising	2,440
607	Bank Charges	1,020
3,711	Bungaree House Expenses	8,625
27,524	Depreciation	31,331
1,562	Electricity	1,607
1,549	General Expenses	3,677
6,851	Grant Money Expenditure	0
13,565	Insurance	7,135
294	Land Rent	302
1,540	Medicals	1,855
17,860	Motor Vehicle Expenses	11,724
5,327	Printing & Stationery	5,291
776	Rates	784
37,333	Repairs & Maintenance	42,767
3,403	Security	5,433
1,104	Subscriptions	1,170
2,865	Telephone & Postage	2,608
600	Tram 939 Expenses	0
<u>127,438</u>	Total Expenditure	<u>127,769</u>
<u>\$455,487</u>	SURPLUS FOR YEAR	<u>\$97,470</u>

BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

Statement of changes in Accumulated Funds

	Retained Surplus	Total
	\$	\$
Balance as at 1st July, 2019	1,988,463	1,988,463
Plus Net Profit for Year	<u>455,487</u>	<u>455,487</u>
Closing Balance as at 30th June, 2020	<u>\$2,443,950</u>	<u>\$2,443,950</u>
Balance as at 1st July, 2020	2,443,950	2,443,950
Plus Net Profit for Year	<u>97,470</u>	<u>97,470</u>
Closing Balance as at 30th June, 2021	<u>\$2,541,420</u>	<u>\$2,541,420</u>

BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

Statement of Cash Flows for Year Ended 30th June, 2021

2020			
\$	Cash Flows from Operating Activities		
786,726	Revenue from Operations	946,752	
(100,445)	Payments to Suppliers and Employees	(90,303)	
<u>7,861</u>	Interest Received	<u>1,146</u>	
<u>694,142</u>	Net Cash provided by Operating Activities (see Note 7)		857,595
	Cash Flows from Investing Activities		
(71,271)	Additions to Depot	(643,110)	
0	Additions to Other Equipment	(4,000)	
(41,119)	Additions to Tram Restoration	(22,477)	
<u>(33,643)</u>	Additions to Museum Equipment	<u>(22,355)</u>	
<u>(146,033)</u>	Net Cash used in other activities		<u>(691,942)</u>
548,109	Net Increase (Decrease) in Cash Held		165,653
1,639,316	Cash at beginning of year		2,187,425
<u>\$2,187,425</u>	Cash at end of year (Note 6)		<u>\$2,353,078</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, 2021

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, 2021 (Cont'd)

2020

\$ 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:

1,350	Cash on Hand	1,350
638,789	Commonwealth Bank of Australia - Cheque Account	1,000
309,876	Commonwealth Bank of Australia - Cash Management Account	287,998
83,781	Bendigo & Adelaide Bank Ltd. - Cheque Account	884,002
53,587	Bendigo & Adelaide Bank Ltd. - Term Deposit	53,795
1,100,042	Bendigo & Adelaide Bank Ltd. - Depot Extension Account	1,112,933
0	Bendigo & Adelaide Bank Ltd. - Track Replacement Account	12,000
<u>\$2,187,425</u>		<u>\$2,353,078</u>

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

455,487	Operating Surplus	97,470
27,524	Depreciation	31,331
	Changes in Assets and Liabilities	
0	(Increase) Decrease in Debtors	0
(2,953)	(Increase) Decrease in GST Refundable	4,583
3,485	(Increase) Decrease in Prepayments	(3,782)
(1,063)	(Increase) Decrease in Stock on Hand	945
0	Increase (Decrease) in Creditors	0
0	Increase (Decrease) in GST Payable	9,845
(6,851)	Increase (Decrease) in Grants Received in Advance	720,000
218,513	Increase (Decrease) in Income Received in Advance	(2,797)
<u>\$694,142</u>		<u>\$857,595</u>

Cash Outflows shown in brackets

BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

Statement by the Committee

Year Ended 30th June, 2021

- (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, 2021 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 15th day of October, 2021.

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 2021, 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:

- giving a true and fair view of the entity's financial position as at 30 June 2021 and of its performance for the year ended on that date; and
- 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

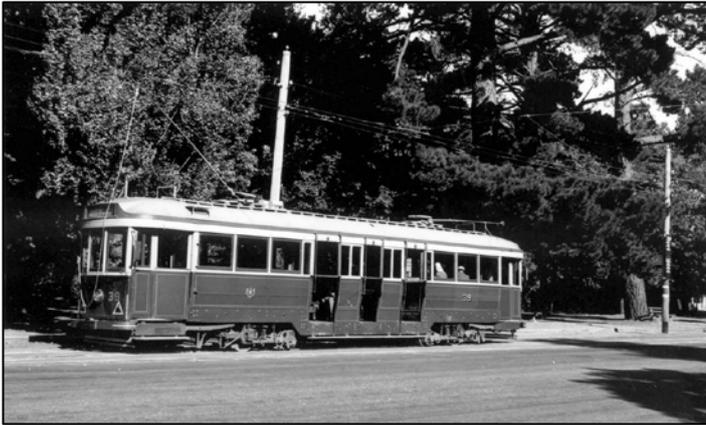
Paroissien Accountants Pty. Ltd.

Dated in Ringwood on 14th October, 2021.

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



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The Museum's Legacy

This series of photos is a wonderful example of what the Museum has inherited. I visited Ballarat in March 1962 and again in March 1971. By chance, I snapped Tram No 39 on both visits. In each photo the tram is green, but the front is different.

Tram No 39 was one of the 'newest' trams in Ballarat as it did not arrive until 1951. Eventually, it was to serve the city for only twenty years. In 1971 it was placed in a park in Lismore. It was acquired by the BTPS in 1976. By then in poor condition it was moved to 1 Road on 15 March 1986 to become our display tram. It was not until 7 November 1992 that the official opening occurred. The construction of the new building will see it eventually embarking on another life.

In the first photo, taken by Doug Colquhoun on 24 May 1959, No 39 is standing at the Gardens crossing loop. This was the terminus of the two routes. The dash canopies are yet to be installed. On 7 March 1962 I photographed the tram heading south in Wendouree Parade past the location of the removed storage loop. On 2 April 1964 Robert Thompson caught No 39 heading from Saint Aidans Drive. Note the lush vegetation and lack of road infrastructure. Today there is considerably more bitumen.

I took the fourth photo on 31 March 1971 at 'hospital corner'. There is so much history in this photo. No 39 is about to turn left and head for Sebastopol. The driver is out changing the 'points'. The conductor is on the kerb supervising the passengers board the tram. Both the crew members are wearing their caps. The passengers are boarding out of the gutter and the step is so high. Many of the passengers are elderly. In those days they all learned how to hoist themselves up. The tram stop is marked by red and white paint on the power pole. The central white band indicated a 'compulsory' stop. At this major stop the SEC had installed the same signs that were current in Melbourne at the time. The last scene would be gone in six months. No 39 is not able to replicate the other three photos, but sister trams 38 & 40 are ready and waiting.

Peter Winspur

