

Ballarat Tramway Museum Inc.



Annual Report 2024 – 2025





Anthony



Arthur



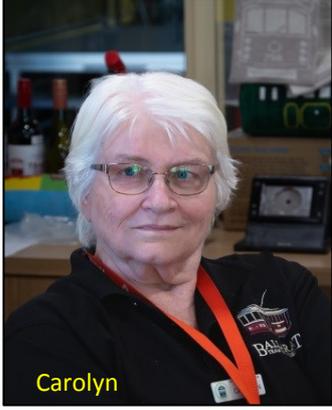
Ben



Benjamin



Bernie



Carolyn



The late Chris Donald*



Chris



CK



Connor



Daniel



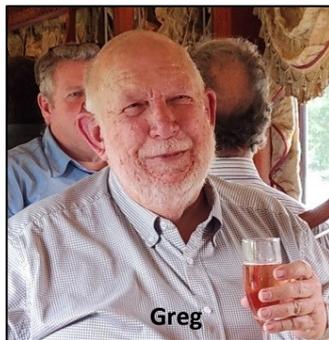
Gary



Geoff



Greg



Greg



James

A few of us

(* Chris Donald passed away in July 2025)



Jeff



Jess



John



John



Ballarat Tramway Museum Inc.

Annual Report 2024-2025

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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

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 BOARD

President	Paul Mong	Board Members	Sam Boon
Vice President	Greg Rodgers		Neville Britton
Secretary	Peter Winspur		C K Tang
Treasurer	Carolyn Cleak		John Towler (To 16.2.25)
			Ryan van der Zweep
			Peter Waugh
			Arthur Adams (Co-opted 16.2.25)
		Co-opted non-voting Members	Neil Blanchard
			Richard Gilbert

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>

PRESIDENT'S REPORT

I am pleased to present the President's Report for the year 2024–25.

With the new museum now fully fitted out—including more interactive displays and improved accessibility—we've seen an increase in a wide range of visitors. This growth has supported our continued development and helped foster greater community engagement. It is also very encouraging to see a rise in new volunteers both on our trams and within the museum. The increase in visitor numbers has enabled us to run a more frequent service, including operating two trams. However, more volunteer support is still needed, and we welcome anyone interested in getting involved.

This year, we invited our members to participate in a planning session that helped guide the Board in developing a roadmap for our future. The Board continues to work on finalising this document. A key theme that emerged from the session was the importance of preserving and restoring our original fleet of trams, ensuring they remain operational for future generations.

In response, the Board has established a Tram Restoration Fund, dedicated to restoring original Ballarat trams. The fund was able to be set up from a bequest from member Ross Baird and as part of this initiative:

- **Tram 18** has commenced its overhaul at the depot, and
- **Tram 34** has been transported to Bendigo for body restoration.



Above No 34 arriving at Bendigo.

If you would like to contribute to the fund, please reach out to our Treasurer. Donations can also be made online. All donations over \$2.00 are tax deductible.

Right: Tram No 18 and its truck under restoration.



On behalf of the Board, I'd like to sincerely thank you all for your ongoing support and for volunteering your valuable time to the museum. Your efforts allow us to focus on preserving, restoring, maintaining, and showcasing our historic trams and infrastructure for generations to come.

Acknowledgements

We extend our thanks to the following supporters of the museum:

- Mayor of Ballarat and Councillors
- State Member for Wendouree, Juliana Addison MP
- Federal Member, Catherine King MP
- VicTrack
- Railway and Tramway Heritage Victoria (RTHV)
- Australian Museums and Galleries Association (AMaGA) & Museums Victoria
- Council of Tramway Museums of Australasia (COTMA)

Our Sponsors:

- Pipers by the Lake
- Train World
- Best of Ballarat
- Visit Ballarat
- V/Line
- Bendigo Bank
- Haymes Paint



Paul Mong

Thank you all for your continued support.

SECRETARY'S REPORT

The year saw some relief from the very busy two years following the construction of the new display hall. Last year I mentioned that we were still figuring out how to run what is a very different organisation from that of the first fifty years.

The Board of management met twelve times during the year. I am a great believer in meeting in person and only once was it necessary to employ Zoom. We celebrated Christmas at the January meeting at the North Star Hotel. Noise from other parts of the building suggested that the Secretary should be more careful in choosing meeting venues in the future.

All positions on the Board of management fall vacant at the Annual General Meeting and a sign of a healthy organisation is the need to hold elections. This year there were eight candidates for the six ordinary board positions.

The election saw C K Tang join the Board replacing Greg King. In the short time C K has been with us he has proved to be an enthusiastic and competent young member. He immediately threw himself into the roles of Marketing Manager (supported by Peter Waugh) and looking after the new volunteers.

On behalf of the Board I would like to thank Greg King for his contribution. His knowledge and contacts throughout the tramway enthusiast world are so valuable to us. Greg continued to contribute as a driver trainer and the uniform quartermaster.

In February, John Towler advised that his work schedule which involved travelling to Melbourne and his weekend family commitments precluded him from volunteering or serving on the Board during the year. Arthur Adams had taken over the task of organising

our special events and had sat in on several meetings and he was approached to fill the vacancy. He agreed and has become another valuable addition to the management of the Museum.

Pressure of work in 2025 saw Sam Boon unable to continue as Operations Manager and Neville Britton took over in an acting role with Ryan van der Zweep as his assistant. It was agreed that Ryan would assume the position from July 2025.

It is gratifying to see three people under thirty undertake major roles in the organisation. This is where the BTPS was when it started fifty years ago.

Past President, Richard Gilbert continued his position on the Board as a non voting member. After more years that we can remember he handed over the position of the Museum's COTMA representative to Arthur Adams at the May meeting. This gave Arthur time to familiarise himself with the role before the 2025 Conference in October.

Neil Blanchard was co-opted again as a non-voting member. Neil's expertise in maintaining our communications, IT and security systems has been invaluable. He continues to be a great help to the Treasurer in tweaking Zero, our accounting package and Square, the Museum's point of sale system. He has now developed our own 'tram tracker' so the Museum staff have a better idea of where the trams are after they leave the Museum.

Ryan van der Zweep continued to take the Board minutes for which I was very thankful. He also continued with the task of Roster Clerk during the year.

At 30 June 2025 there were 282 members and 13 Junior Supporters. This was a slight decrease from the previous year. There were 22 new members and 4 new Junior Supporters joined during the year. The trend of a good proportion of the new members being locals and many of them volunteering continued. Although the participation rate among new members has been excellent, each year we see several of them failing to renew.

During the year we received news that three members had passed away. They were Colin Holmes, Bill Redfern and Peter Robinson. We all remember Colin, son Matthew and the 1925 Model T Ford. Peter was a member of the archive team and far too young. Bill was ninety five.

I also continued in the role of Safety Manager. The Safety and Incident Management Committee met five times during the year. It continued to review our safety documentation as required. It is responsible for overseeing all matters involving risk and investigating all incidents. The Museum's safety record for the year was good with only a few minor incidents reported. All were investigated and recommendations made when considered necessary.

Representatives of the Office of the National Safety Regulator (ONRSR) visited in July and conducted a formal audit of our Safety management System. It centred on the requirement for the BTM to have Safety Interface Agreements with the City and Powercor, the electricity supplier for the area. Neither were up to date despite efforts on our part. One was finalised during the year but the other is still ongoing which illustrates the difficulties organisations such as ours can have dealing with third parties.

After some thirty-three years as secretary I hope to be able continue my current involvement for another year.

Peter Winspur

FACILITIES REPORT

This financial year has seen an increase in the number of large groups coming to visit. In the past the tram ride was something that was added to a visit to Ballarat, but now we are becoming the prime destination for groups. Thanks to a regular core of front-of-house volunteers, we are able to provide a warm and friendly greeting, expert guided tours in the Museum space, as well as dealing with a range of general tourist enquiries. Our regulars are helped by many other volunteers who are rostered on every couple of months. Over the last year we have also been able to provide work experience opportunities for several schools and community employment agencies.

We are getting consistent numbers of visitors across the three open days each week, and we are also regularly opening at other times for large groups. This does create extra demands on all our active volunteers, so if you are able to join the team, your assistance would be greatly appreciated.

PROBUS clubs come to the museum in the morning for a tour, coffee and a bikkie, followed by a ride, go out to local pub for lunch and then return home. Several tour operators have also included a visit as part of their regular itineraries. One operator is bringing two to three small groups of Chinese tourists every week. It is interesting to follow a group through the museum listening to the guide explain the exhibits in Mandarin.

As well as PROBUS clubs, retirement communities, nursing homes and other groups, we have also seen an increase in visits by automobile clubs, who see a trip to see the historic technology of the tramway as a great fit with their member's interests. We have hosted several national rallies, including the FJ and FX Club, vintage and veteran clubs, and the Rolls Royce Silver Ghosts. In the next year we have even more booked in. The old Bedford tower truck is a highlight.



Members of the Golden Oldies Tour who parked their vintage vehicles to take a ride on a vintage tram.

I must once again commend the work of the education team consisting of Peter Harrop, Jenny Jeffrey, Chris Phillips and myself. As a group of retired teachers, we have been able to create a collection of tram specific learning tasks which are coordinated with the curriculum goals of the Victoria Education Department. These cover groups from Prep through to Year 10. Activities are arranged for small groups and allow for a visit of 90 minutes or longer. Groups experiment with the physics of wheels and friction, explore the intricacies of laws and regulations, design their own mass transport vehicle, test their literacy skills, find and interpret visual clues in historic photographs, learn how to be a

conductor with tickets, trolley poles and point bars, as well as riding in a historic tram. The team are developing further projects as we are now getting schools making annual visits.

For members the research library has continued to grow and is now holding a large collection of tramway books from around the world. Under the direction of our librarian, Pamela Waugh, Felix and Connor are sorting through the collection and creating an online catalogue for the books, magazines and DVDs. Donations of tramway books is greatly appreciated. The library is available for all members when they visit. Duplicate copies, and all our railway books, are available for sale through the shop, which is bringing in much needed revenue. The range of products in the shop has expanded and is now a major source of income for the Museum. Make sure you visit to find the perfect tram related gift.

We are also able to have our kitchen operating on most open days, and under the control of Bernie Massarotti our visitors are enjoying the opportunity to take a break and sit down for a quiet cup of tea or coffee.

Peter Waugh

MARKETING REPORT

The Museum's primary avenue for promotion continues to be through social media, particularly Facebook. Our page has maintained strong growth and engagement, with posts consistently reaching wide audiences. In February, overall views exceeded 334,000, with the announcement of the Horse Tram's return reaching nearly 140,000 people. This level of exposure demonstrates the effectiveness of our online presence in engaging both local residents and visitors. Our Instagram account also continues to grow steadily, providing an additional channel for reaching a younger and more diverse audience.

Peter Waugh continues to do a great job managing our Facebook presence, ensuring regular updates and strong engagement with our followers. His efforts remain a key factor in the Museum's success online.

In addition to social media, the Museum benefited from traditional media coverage. Radio interviews on 3BA and ABC provided valuable opportunities to share our activities with the broader community and further raised awareness of the Museum.

Our newsletter, *Fares Please!*, has been published every two months and continues to be a vital communication tool. Contributions from a range of members have ensured each issue is informative, varied and engaging, helping to strengthen connections with both our members and supporters.

The Museum also achieved strong results through participation in special events. Horse Tram Day in November 2024 and the Begonia Festival in March 2025 were particularly successful, both attracting excellent attendance and generating positive feedback. Early promotion of the Horse Tram in April 2025 resulted in one of our best turnouts in recent years, highlighting the value of timely and well-targeted marketing.

This period also saw the welcoming of James and Reginald to the marketing team. Their skills and contributions have added fresh perspectives and strengthened the Museum's capacity to deliver creative and effective promotional content.

Looking ahead, our priority is to continue building on this momentum and to reach the milestone of 10,000 Facebook followers, while further developing Instagram as a key platform.

C K Tang

COLLECTION REPORT

Over the last 12 months, the Museum has added some 700 items to Victorian Collections – (www.victoriancollections.net.au) in addition to reviewing and updating many existing items already in the system. We currently have almost 9,000 items available on-line with about another 800 held private; mainly those related to our activities. The library collection continues to be catalogued as well using LibraryThing.

Donations continue to arrive, in particular deceased estates which we are working through. Many of these donations comprise railway and tramway books and small objects. If duplicate or not relevant to the collection they are passed with the donor's approval on to our Sales counter.

Our imaging facilities have been set up and put to good use in photographing objects for example the Electric Supply Co. (ESCo) of Victoria's staff register, along with scanning photographs and documents. Items related to the State Electricity Commission of Victoria (SECV), received from the Melbourne Tram Museum during the previous year have been sorted through, with most of the documents now formally added to the collection.

Items not related to Ballarat or duplicate within the collection have been transferred to other Museums such as the Australian Timetable Association and the Kiewa Valley Historical Society who also collect SECV materials.

Donations were received from the estates of former Museum driver Dave O'Neil, Hugh Ballment, Ron Bridger, Norm Cross, Roy Ryan and Roger Wheaton. From members and friends: Rod Atkins, Dillion Burrows, Carolyn Cleak, Graeme Cleak, Gayle Crosthwaite, Gary Davey, Richard Emery, Peter Fitzgerald, Richard Gilbert, Shirley Lodington, S Maddock, Melbourne Tram Museum, Paul Nicholson, Rail Heritage WA (slides by Ron Hood), Gerrit van Rooy, Vic Solomons and the Trussler family.

The Museum has received a number of requests for information, primarily for family history. Paula is working through the ESCo Employees Register, listing and adding where possible some further historical information.

For the Museum's journal many historical photographs are sourced from the collection, along with information or documents for Melbourne Tram Museum's Bellcord and Sydney Tramway Museum magazine Trolley Wire. Our collection of SECV, MMTB drawings and documents are invaluable to our tramcar maintenance teams. At the end of the year we are putting together a set of drawings and associated documents on Brill 22E Maximum Traction trucks for the repair of the two trucks for SECV No. 34.

Since the last report, the shelving system has been repositioned, new archive materials purchased and a project of checking box contents commenced.

Contents of the display cabinets in the Museum have been checked and changed over with some temporary displays undertaken at the time of events, e.g. the horse tram running day.

Reaccreditation of the Museum has been scheduled for August 2025. The necessary documentation submission has been submitted, and we look forward to their visit.



Right: A corner of the storage room

Finally, thanks to the team who are in on Tuesdays working away upstairs in the new building. Visitors to the Collection/Archives are always welcome. The team was saddened by the passing during June of Peter (Robbo) Robertson, a valued member.

Thanks to the team of: Bea, Connor, Felix, Pam, Paula, Phoebe, and Wayne.

Warren Doubleday

TECHNICAL SERVICE REPORT

Overview

During the 2024–2025 reporting period, the Technical Services team focused heavily on tramcar maintenance and restoration. In addition to major restoration projects, several key infrastructure and maintenance tasks were completed, including:

- Connection of underground feeder cables
- Replacement of cable troughing
- Possum-proofing of the depot infrastructure

These activities ensure the long-term operability and preservation of our assets and support our heritage tram services.

Tram Restoration Projects

Tram 14 – Restoration Completed

The full restoration of Tram 14 was successfully completed this year. Key works included:

- Full truck overhaul
- New armature installation
- Complete rewiring and re-plumbing
- Integration of modern safety features:
 - Low-voltage lighting
 - Emergency electrical cut-out switches
 - Low air pressure alarms
- Saloon heating installed for passenger comfort

All modernisations were carefully designed to maintain the tram’s historic integrity. This project was made possible through the efforts of **Karl and Don**.

Tram 12 – Restoration in Progress

Significant progress has been made on Tram 12, with the successful assembly and installation of a fully restored truck under the tram. This achievement was made possible through collaboration with:



- **Hasco Foundry** – component casting
- **Harrybilt Engineering** – truck fabrication and assembly

Next steps in the project include:

- Brake system installation
- Pneumatic pipework
- Electrical cabling

Left: The new truck for Tram No 12.

Tram 34 – Body Restoration Underway

Tram 34's body is currently being restored at **Bendigo Tramways**. Progress highlights include:

- Complete strip-down of tram body
- Removal of rust and replacement of rotted timber
- Motors sent to Inver Engineering for overhaul
- Bogies at **Harrybilt Engineering** for parts fabrication

Once bodywork is complete, the tram will return to Ballarat for electrical and pneumatic system installation.



Tram No 34 in the Bendigo Tramway Workshops

Maintenance Operations

Our operational tram fleet continues to be serviced and maintained to a high standard. Ongoing work was delivered by:

- **Dave (McKinnon), Geoff, Mick, and Tony** – service and maintenance
- **Ken and Barry** – controller overhauls and general maintenance

This work ensures the safe and reliable operation of our heritage fleet.



Former M&MTB Scrubber Tram No 8 hard at work. No 8 was returned by the BTM to its original 1935 appearance.

Depot and Infrastructure Improvements

A significant clean-up and reorganisation initiative was carried out at both the Ballarat Depot and Bungaree site. Led by **Dave, Neville, Neil, Simon, Tony, and Al**, this project involved:

- Site clean-up and preparation
- Installation of new sheds and containers
- Systematic storage and cataloguing of essential spare parts

This initiative is critical for preserving parts inventory and supporting future restoration projects.



A clean & brightly lit pit.



Our new containers at Bungaree.

Acknowledgements

On behalf of the Board I extend its sincere thanks to all volunteers and contributors involved in technical works throughout the year. The skills, time, and dedication provided by our technical team are essential to preserving the historical and operational value of our tram fleet.

Paul Mong

OPERATIONS REPORT

It is with pleasure that we provide this report. Sincere thanks to President Paul Mong and, Board Members for their continued support and Peter Winspur with behind the scenes paperwork, Roster Clerk Ryan van der Zweep, and each of the Museum volunteers who have supported operations.

The record for passengers was set in 1974/5 and 1975/6. In 2023/4, with the opening of the new display hall we carried 24,748 people far more than for many years when the free rides at the Begonia Festival were included. The Festival distorted the real number of visitors when up to 44% of our annual ridership was recorded over three days. In 2024/25 we carried a slight reduction to 24,004.

Our 'Santa Tram' ran again in December.

Right: Santa & his Elf



The summer holiday operations were successful with 3,934 passengers carried over 28 days from Boxing Day until the end of January. Lack of volunteers saw the Museum closed on Christmas Day, the first for a while.

On Saturday 21 December a successful members' day celebrated fifty years of operation.

On Boxing Day Tram Nos 38 and 40 ran during the day to re-enact the first official day of operations. Peter Winspur was able to drive again and Richard Gilbert, our first OIC, and Gavin Young, the other driver in 1974 were present. Unfortunately, the weather was not kind and only 121 people rode the trams.



Officer-in-Charge Ryan van der Zweep contemplating which tram will be next.

The busiest day over the Christmas period proved to be Saturday 28 December when 306 people rode.

Australia Day has been set aside as a day to run some of our special trams and Geelong No 2 and Victorian Railways Tram No 41 ran. 403 passengers were carried. It proved to be a busy long weekend.



Australia Day – Trams VR41 & Geelong 2

The annual Ballarat Begonia Festival was held over the Victorian Labour Day long weekend from the 8th - 10th of March. In previous years, four trams had run in two convoys, with one tram from each convoy running the full length of the line on Wendouree Parade and the other splitting off at Depot Junction, to terminate outside the Museum. This year, we ran a more frequent variation of our normal operation, with three trams running solo, starting from the Museum, running the full length of the line, then returning to the Museum. Each tram 'crossed' at both Gardens Loop and at the Depot Junction, maximising the use of our available infrastructure and increasing tram frequency to 15 minutes or better.



*Begonia Festival 2025 - Inspector Ryan van der Zweep on the two way radio
(Unfortunately, the land line phone on the pole has been superseded)*

Due to the high passenger numbers anticipated, service was provided by our bogie cars, with trams W2 407 (on loan from the Melbourne Tramcar Preservation Association), W4 671, W7 1029 and ex-State Electricity Commission bogie drop centre car No. 40 out and about all weekend.

Over the three days of the festival, twenty-three volunteers contributed their time and energy to staff the Museum and crew the five trams that ran the service. Over 1,600 people visited our Museum and/or rode the trams, and the revenue raised from these fares and souvenir sales will greatly assist our ongoing work to restore trams and maintain infrastructure over the coming years.

No 1, our horse drawn tram saw two outings during the year, Sunday 10 November 2024 and Sunday 13 April 2025. The November day was quiet, but in April 431 people rode. We have settled to running it every year on the middle Sunday of the April school holidays. We thank Sandy Creek Clydesdales for enabling us to run the tram.



Ever popular, No 1 is nearly 100 years older than the vintage Ford

Forty-six groups were noted as visiting during the year, with eleven during March. Several others visited on our regular operating days, particularly on Tuesdays. Our relationship with *Pipers by the Lake* continued and drinks and nibbles were served on Tram No 671 before delivering eleven wedding parties to their wedding breakfast at *Pipers*.

We welcomed one new driver, C K Tang, during the year. C K has not been with us very long but has shown a wonderful commitment in such a short time. New conductors included Daniel Tan, Chris and Jess Groszek and Aston Brownbill. Matthew Massarotti could be found conducting most weekends.

Pressure of work required Sam Boon to give up the position of Operations Manager during the year. Assistant Operations Manager, Neville Britton took over assisted by Ryan van der Zweep with the intention of Ryan assuming the position in July.



Jaala Pulford and Juliana Addison, our local MLA's, dropped in to see Santa



We must thank Tony Smith for enabling us to run MTPA trams Nos 41, 103 and 407. Along with our Geelong No 2 they allow us to showcase a greater variety of Victorian trams.

Our thanks to all volunteers who have supported our tramway operations during the past year

Neville Britton, assisted by Ryan van der Zweep & Peter Winspur

Annual Patronage							
	2024-25	2023-24	2022-23	2021-22	2020-21	2019-20	2018-19
Tram rides	24004	24748	21311	15027	13087	18874	21176
Overall	931140	907136	882388	861077	846050	832963	814089
Non							
Begonia	22381	22928	18624	6400	11870	12017	14410
Begonias	1623	1820	2687	8627	1217	6857	6766
	Road	Road					
Springfest	closed	closed	Cancelled	Not run	Not run	3248	1646
Easter	1009	1045	871	Not run	1437	Not run	644
Days run	186	188	147	61	85	152	211
Days open	189	192	182	104			

Notes: Since the opening of the new Display Hall an admission allows for unlimited rides.
Free rides during the Begonia Festival were not available in 2021, 2023, 2024 or 2025.
The increase in non Begonia Festival related visitation.
(See: pre-COVID-19 2017/18 and 2023/24)

2024/2025 VISITOR STATISTICS

	DAYS	KILOMETRES	PASSENGERS	MUSEUM	MUSEUM	WEDDINGS	GROUP
	RUN	RUN	CARRIED	OPEN	ADMISSION #	("Pipers")	VISITS*
JULY	15	703.0	2280	15	1581		6
AUGUST	13	506.4	1182	13	979		3
SEPTEMBER	16	666.6	1939	16	1445		4
OCTOBER	15	579.6	1669	15	1187	2	3
NOVEMBER	15	509.0	1628	16	1277	3	6
DECEMBER	17	783.4	2177	17	1640	1	4
JANUARY	22	884.0	2889	22	2073	1	1
FEBRUARY	11	419.0	960	12	897		4
MARCH	18	795.8	3119	18	2447	1	11
APRIL	17	707.0	3552	18	2277	1	
MAY	14	527.0	1282	14	975	2	1
JUNE	13	529.0	1327	13	995		3
TOTAL	186	7609.8	24004	189	17773	11	46
OVERALL	8458	332182.7	931140	NA	NA	93	NA
PREV YEAR	188	7350.9	24748	182	18578	13	58

Note: Overall Kilometre total excludes Km run in Melbourne.

Note: A family is taken as one admission

* Schools, clubs, Cuthberts 939 high teas, birthdays, etc. (Note: Not all groups formally recorded)

Photos:

Front cover: Upper – Labour Day 2025 Lower – 10 November 2024

This year's images are from a number of sources, some of which have no acknowledgement. They include Peter Waugh, Benjamin and Chris Boehle-Mitchell, Paul Mong, C K Tang, Bruce Dixon.

BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

Balance Sheet as at 30th June, 2025

2024	
\$	
CURRENT ASSETS	
800	Cash on Hand 800
160,948	Bendigo & Adelaide Bank Ltd. - Club Account 166,664
2,213	Bendigo & Adelaide Bank Ltd. - Debit Account 2,800
263,071	Bendigo & Adelaide Bank Ltd. - Term Deposit 171,691
6,402	Bendigo & Adelaide Bank Ltd. - Depot Extension Acc. 4,334
185,827	Bendigo & Adelaide Bank Ltd. - Tram Restoration Acc. 510,031
0	Bendigo & Adelaide Bank Ltd. - Tram Restoration TD 1,000,000
1,499	Account Receivable 0
10,166	GST Refundable 8,243
24,672	Prepayments 24,041
12,888	Stock on Hand (at lower of cost or sale value) 17,229
<u>668,486</u>	Total Current Assets 1,905,833
NON CURRENT ASSETS	
20,125	Land & Buildings (at cost) 20,125
2,363,760	Tram Depot & Trackwork (at cost) 2,363,760
(219,059)	Less Provision for Depreciation <u>281,613</u> 2,082,147
79,369	Electrical & Overhead Equipment (at cost) 79,369
(49,080)	Less Provision for Depreciation <u>52,690</u> 26,679
4,101	Trams (at cost) 4,101
(4,101)	Less Provision for Depreciation <u>4,101</u> 0
110,743	Other Equipment (at cost) 110,743
(57,810)	Less Provision for Depreciation <u>62,204</u> 48,539
8,569	Motor Vehicle (at cost) 8,569
(8,569)	Less Provision for Depreciation <u>8,569</u> 0
631,178	Trams Restoration (at cost) 911,465
(200,645)	Less Provision for Depreciation <u>251,764</u> 659,701
227,696	Museum Equipment (at cost) 227,696
(114,904)	Less Provision for Depreciation <u>126,001</u> 101,695
<u>2,791,373</u>	Total Non Current Assets 2,938,886
<u>\$3,459,859</u>	TOTAL ASSETS \$4,844,719
CURRENT LIABILITIES	
0	Accounts Payable 352
292,529	Income Received in Advance 274,633
<u>292,529</u>	Total Current Liabilities 274,985
<u>292,529</u>	TOTAL LIABILITIES 274,985
<u>\$3,167,330</u>	NET ASSETS \$4,569,734
ACCUMULATED FUNDS	
<u>\$3,167,330</u>	Accumulated Funds as at 30th June, 2025 <u>\$4,569,734</u>

BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

Statement of Income & Expenditure for Year Ended 30th June, 2025

2024

\$

INCOME

8,583	Membership Subscriptions	7,889
191,466	Donations Received	71,202
10,000	Legacy	1,434,665
27,230	Surplus Souvenir & Kiosk Operations	19,066
174,467	Admissions	194,168
4,455	Fares	5,409
4,921	Functions	3,239
3,362	Advertising	3,091
159,194	Insurance Claims	17,896
8,132	Interest Received	8,642
62,400	Grants Received	15,000
9,091	City of Ballarat Sponsorship	0
1,500	Sale of Trams & Assets	0
2,243	Uniform Sales	521
5,262	Sundry Income	4,942
<u>672,306</u>	Total Income	<u>1,785,730</u>

LESS EXPENDITURE

1,174	Advertising	1,363
9,749	Archival	553
3,180	Bank Charges	4,035
42,605	Bungaree House Expenses	12,857
124,853	Depreciation	132,774
7,052	Electricity	7,904
1,543	General Expenses	1,158
62,400	Grant Money Expenditure	15,000
20,217	Insurance	24,672
0	Land Rent	353
4,232	Medicals	4,532
23,271	Motor Vehicle Expenses	11,870
159,194	Overhead Repairs	17,896
7,858	Printing & Stationery	7,355
1,430	Rates	5,335
143,116	Repairs & Maintenance	122,397
1,881	Security	3,485
2,484	Subscriptions	3,962
9,282	Telephone & Postage	4,825
3,455	Uniforms Purchased	1,000
<u>628,976</u>	Total Expenditure	<u>383,326</u>
<u>\$43,330</u>	SURPLUS FOR YEAR	<u>\$1,402,404</u>

BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

Statement of changes in Accumulated Funds

	Retained Surplus	Total
	\$	\$
Balance as at 1st July, 2023	3,124,000	3,124,000
Plus Net Profit for Year	43,330	43,330
	<u>3,167,330</u>	<u>3,167,330</u>
Closing Balance as at 30th June, 2024	<u>\$3,167,330</u>	<u>\$3,167,330</u>
Balance as at 1st July, 2024	3,167,330	3,167,330
Plus Net Profit for Year	1,402,404	1,402,404
	<u>4,569,734</u>	<u>4,569,734</u>
Closing Balance as at 30th June, 2025	<u>\$4,569,734</u>	<u>\$4,569,734</u>

BALLARAT TRAMWAY MUSEUM INCORPORATED

Association No. A0031819K

Statement of Cash Flows for Year Ended 30th June, 2025

2024			
\$			
	Cash Flows from Operating Activities		
477,558	Revenue from Operations	1,760,691	
(522,845)	Payments to Suppliers and Employees	(251,987)	
8,132	Interest Received	8,642	
<u>(37,155)</u>	Net Cash provided by Operating Activities (see Note 7)		1,517,346
	Cash Flows from Investing Activities		
(160,588)	Additions to Depot & Trackwork	0	
0	Additions to Other Equipment	0	
(168,659)	Additions to Tram Restoration	(280,287)	
0	Additions to Museum Equipment	0	
<u>(329,247)</u>	Net Cash used in other activities		(280,287)
(366,402)	Net Increase (Decrease) in Cash Held		1,237,059
985,663	Cash at beginning of year		619,261
<u>\$619,261</u>	Cash at end of year (Note 6)		<u>\$1,856,320</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, 2025

1. Summary of Significant Accounting Policies

This financial report is a special purpose financial report prepared in order to satisfy the financial report preparation requirements of the Associations Incorporation Act (Vic). The Committee has determined that the association is a reporting entity.

The report has been prepared in accordance with the requirements of the Associations Incorporations Act (Vic) and the following applicable Accounting Standards and Urgent Issues Group Consensus Views:

- AASB 101: Presentation of Financial Statements
- AASB 107: Statement of Cash Flows
- AASB 108: Accounting Policies, Changes in Accounting Estimates and Errors
- AASB 110: Events Occurring After Reporting Date
- AASB 116: Property, Plant and Equipment

No other applicable Accounting Standards, Urgent Issues Group Consensus or other authoritative pronouncements of the Australian Accounting Board have been applied.

The report is also prepared on an accruals basis and is based on historic costs and does not take into account changing money values or, except where specifically stated, current valuations of non-current assets

The following material accounting policies, which are consistent with the previous period unless otherwise stated have been adopted in preparation of the report.

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:-

Depot	40 years
Trams	20 years
Electrical Equipment	25 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, 2025 (Cont'd)

2024

\$

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:

800	Cash on Hand	800
160,948	Bendigo & Adelaide Bank Ltd. - Cheque Account	166,664
2,213	Bendigo & Adelaide Bank Ltd. - Debit Account	2,800
263,071	Bendigo & Adelaide Bank Ltd. - Term Deposit	171,691
6,402	Bendigo & Adelaide Bank Ltd. - Depot Extension Account	4,334
185,827	Bendigo & Adelaide Bank Ltd. - Tram Restoration Account	510,031
0	Bendigo & Adelaide Bank Ltd. - Tram Restoration Term Deposit	1,000,000
<u>\$619,261</u>		<u>\$1,856,320</u>

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

43,330	Operating Surplus	1,402,404
124,853	Depreciation	132,774
	Changes in Assets and Liabilities	
12,151	(Increase) Decrease in Accounts Receivable	1,499
4,647	(Increase) Decrease in GST Refundable	1,923
(4,455)	(Increase) Decrease in Prepayments	631
(1,059)	(Increase) Decrease in Stock on Hand	(4,341)
(1,428)	Increase (Decrease) in Accounts Payable	352
(56,000)	Increase (Decrease) in Grants Received in Advance	0
(159,194)	Increase (Decrease) in Income Received in Advance	(17,896)
<u>(\$37,155)</u>		<u>\$1,517,346</u>

Cash Outflows shown in brackets

BALLARAT TRAMWAY MUSEUM INCORPORATED
Association No. A0031819K
Statement by the Committee
Year Ended 30th June, 2025

- (1) In the opinion of the committee of Ballarat Tramway Museum Inc.
- (a) the financial statements and notes, set out on pages 17 to 21 are in accordance with the Incorporated Association's Law, including:
- i) giving a true and fair view of the financial position of the association as at 30th June, 2025 and of its performance, as represented by the results of its operations and its cash flows for the year ended on that date; and
- ii) complying with the Accounting Standards and the Constitution of the Association;
- (b) there are reasonable grounds to believe that the Association will be able to pay its debts as and when they fall due and payable.

In accordance with a resolution of the committee dated at Ballarat in the State of Victoria this 2nd day of October 2025.

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 Inc. (the association), which comprises of the balance sheet as at 30 June 2025, the income statement, statement of changes in equity 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.

Committee of the Association 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 2025 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 Inc. to meet the requirements of the *Associations Incorporation Reform Act 2012*. As a result the report may not be suitable for another purpose.

Dated in Ringwood on 1 October 2025.



Andrew Paroissien FIPA

Director



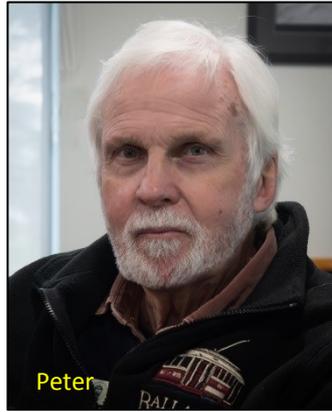
INSTITUTE OF
PUBLIC
ACCOUNTANTS*

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

Liability limited by a scheme approved under Professional Standards Legislation



Peter



Peter



Peter



Peter



Launch of Tram No 14



Paula



Karl



Len



Ken



Mick



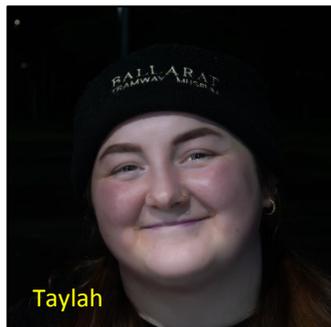
Matthew



Rowan



Ryan



Taylah



Tony



Fifty years of running our trams in Wendouree Parade



Timeless



End of the day



A celebratory evening 21/12/24