

FARES PLEASE!

February 2019

\$2.50 incl. GST

News from the Ballarat Tramway Museum

Volunteers



Xmas Lunch, December 2019. Photo: Peter Waugh



Santa, Ruby and John. Photo: Paul Mong





New shed at Bungaree



Builders erecting the new shed. Photo: Alistair Reither

Work has continued throughout January on the new storage shed, and it will be ready for use in mid-February.



The new tractor crane. Photo: Alistair Reither

The Museum has also acquired a new tractor crane, which has been put to good use already, being able to shift bogies and other heavy tram components.

New members

The Museum welcomes the following new members:

- 981 Patricia Cameron of Hawthorn
- 982 Pierre Taylor of Wendouree
- 983 Campbell Cox of Vermont
- 984 Michael Rogers of Bacchus Marsh
- 985 Benjamin Fennell of Reservoir
- 986 Bill Shanahan of Lake Gardens

Patricia is the wife of member Warrington. A former Junior Supporter, Campbell has turned fifteen. Pierre has trained as a Conductor and Bill has already got his hands dirty in the workshop.

We also welcome back Clyde Croft. Clyde was founding member No. 18 and was the BTPS secretary during the early years. He was one of the group who persuaded Council to allow the Society to operate in the Gardens. Clyde set up the driver training program and negotiated an arrangement with the Melbourne & Metropolitan Tramways Board for our new drivers to be tested by the head of their drivers' school. Clyde has recently retired from the Victorian Supreme Court Bench

Workshop

Tram 33's truck has returned from the Bendigo Tramway workshop where the wheels were reprofiled, and new bearings installed. Mick Duncan is busy preparing the truck to go back under the tram, and it should return to service next month.

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.



*Arthur Adams during his driver training with Len Millar
Photo: Peter Waugh*



*Ruby meets Santa on the decorated Xmas Tram.
Photo: Paul Mong*



Neville Britton and Alan Snowball hard at work sealing the new shed floor at Bungaree. Photo: Alistair Reither

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Spring picnic 1961

By Chris Phillips

When I was young and living in the Latrobe Valley, the SEC meant power stations, open cuts and electric coal trains running in the open cuts and on the interconnecting railway between Yallourn Open Cut and Morwell Briquette Factory. I had no idea that the same organisation ran trams.



Y171 and Y113 hauling the last passenger train to Mirboo North crossing over a loaded coal train bound for Morwell Briquette Factory. The SEC train is hauled by Hitachi built 124. 22 June 1974.

The 90 cm gauge SEC railway was extensive in the 1950's. All the coal in the Yallourn open cut was transported from the dredgers to the power stations and briquette factories by train. There were also overburden trains operating on the edges of the cut. In about 1956 the interconnecting railway between the Yallourn Open cut and the Morwell Briquette Factory was opened. The Yallourn coal made better briquettes than the Morwell coal. This railway was the last line to operate until the closure of the briquette factory in the 1990's.

In 1961 our family was moved back to Melbourne and the opportunity arose for my father and me to take a steam train ride. The 1961

ARHS Spring Picnic train was destined for Skipton. My first trip ever to the west of Melbourne. We had moved to the Latrobe Valley in 1954 and from 1956 the majority of our trains were hauled by L class electric locos and, apart from the Mirboo North goods, steam whistles were rare. So this train trip was going to be a real treat.



R700 sitting at the old Ingliston Station which was closed a few months after this photo was taken, being replaced by Bank Box Loop.

Our train was hauled by R700 and R731 and it made spectacular progress to Ballarat, along with a couple of photo stops. As we approached Ballarat I remember asking my father 'Are the trams still running in Ballarat'. His reply was 'they closed years ago.'

On arrival at Ballarat Station a crowd headed for the railway gates to watch the change of loco-

motives. Suddenly I was distracted by the sight of a tram sitting at the end of the double track in Lydiard Street. The tram being 42 a former Prahran and Malvern Tramways Trust car.



My first photo of a Ballarat tram!



Tram 42 in for a long wait at the railway gates, no doubt by the time we departed another Lydiard Street North car would have been close by.

Dad for once was wrong! After the two R class had been detached from the train, they shunted back into the station. At that stage the gates opened and number 35 drifted across the rail crossing, with a heavy load of passengers and heading for a new to me destination 'Sebastopol'. (My photos were taken on a Kodak Starlet camera, which was really a toy, thus not quite in focus.)

The gates were then closed so that J 554 and D3 653 could couple up to the train. Number 42 was trapped at the gates until the train departed. Our trip to Skipton was enjoyable and the photo stop at Nimmins Bridge was quite spectacular.



J554 and 42 meet at the railway gates.

Photo: Reg Phillips

The only incident which really delayed us was the D3 and J had trouble maintaining traction with the heavy train on the steep grade out of Skipton. Finally after a second attempt, the fireman on the J class had to walk in front sanding the rails. The cause of the problem large quantities of spring grass growing on the track.

Thus I was introduced to the trams of Ballarat. The irony is the two trams I saw that day are the only Ballarat trams that did not survive into preservation.

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From Dave Macartney's Collection



*Cnr. Drummond and Sturt Streets,
December 1967*



Sebastopol Terminus, April 1968

Vale Ron Fluck, OAM

By Warren Doubleday

The older members of the Museum were saddened to learn of the death on 10 December 2019 of an early Museum Member (No. 160), Ron Fluck OAM, aged 93.

seum at the time, Ron advised that he lived and married in Ballarat from late 1949 to mid 1953, also driving for Davis Bus lines as well.

Three of these photos are reproduced in his memory.



No. 31 inbound in Main Street Ballarat, 23 June 1962. Photo: Ron Fluck (BTM 867i)

Ron was a founder of the Mile End Railway Museum in 1963. This Museum is now the National Railway Museum at Port Adelaide which opened in 1988 where he remained very active until quite recently. He was a past Chairman and Life Member of the museum, with one of the Museum's pavilions named after him.



MMTB X2 679 in Droop St. Footscray, crossing Geelong Road, destination "Ballarat Road". 1 January 1959.

Photo: Ron Fluck (BTM 878i)

Ron donated many of his photographs taken while in Ballarat to the Museum during 1998. In a letter to the late Neville Gower of the Mu-



Ron Fluck standing alongside a Pykes Cadillac at the Panorama Hotel, Sublime Point, Bulli Pass, NSW, 29 June 1951. Photo: Unknown (BTM 886i2)

Driver Experience Program

Recently, we were contacted by a lady from Brisbane who was on holidays in Victoria and had found the Museum when Googling things to do in Ballarat. Her husband was keen to find out what it was like to drive a tram. Without his knowledge she negotiated to bring him to the depot on Tuesday 14 January where Peter Winspur put him through a very much shortened program on how a tram operates. They then headed for Wendouree Parade where Rosario acquitted himself with distinction as he drove several trips. On return to the depot Rosario was presented with a Certificate signed by the Operations Manager.

Driver experience programs for a fee are available at many railway museums

around the world and Rosario was not our first; but the busy and unpredictable traffic environment our trams operate in has led us to not feature one in our publicity.



Rosario and Peter Winspur. Photo: Kim Occhipinti

The Secret Lives of Volunteers

By Peter Waugh

Many of our volunteers have interests and talents in other areas. At the Tram Museum some of these skills are not always apparent to their colleagues and visitors, so this article investigates the musical lives of some of our members.

Hugh McKelvey has been driving trams for a couple of years and it could be said that he was our first university trained conductor, not tram conducting, but orchestral conducting!



Hugh McKelvey

Photo: Ballarat Courier

Hugh's journey began in Linwood, New Jersey, at age nine. His principal instrument is the trombone and after lessons throughout his school years, he went to Boston University



Hugh McKelvey performing Xmas carols on the Santa Tram in December 2016.

Photo: Peter Waugh

and studied with John Coffey, and completed a Bachelor of Music. He also plays euphonium, tuba, trumpet, flute, clarinet and saxophone. Learning a brass instrument in the 1960s meant that you had to play music by Herb Alpert, and Hugh performed with several Tijuana Brass cover groups. As well as school and university ensembles, he was a member of the Rhode Island Philharmonic Youth Orchestra. His classical music career continued in Australia, and Hugh was the principal conductor of the Ballarat Symphony Orchestra and the Ballarat Choral Society. He still plays regularly with the Heidelberg Symphony Orchestra and the Stonnington Symphony Orchestra. He was also seen in "the pit" for many theatre shows and is currently working with the Ballarat Lyric Theatre's production of "Les Miserable".

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Hugh works as a music teacher and was for many years the Instrumental Music Coordinator for Western Victoria. Interestingly when he stepped down from this role, he was replaced by Peter Waugh, another BTM member. One of Hugh's students was Sam Boon, who is also included in this article.

Hugh also plays with brass bands in Ballarat and Creswick. A couple of years ago with another Creswick musician, he played Xmas carols, as duets on the euphonium, for the Santa Tram. Other groups that Hugh has played with include Big Fat Skank (ska), Kingstone (ska), the Biggish Band, Ballarat Big Band, Wunderhorns (Balkans), The Little Brass Band, the P-Bones (plastic trombone ensemble), Australian Wind Orchestra, Camerata Orchestra, Ballarat Brass Trio, and many, many, more.

Sam Boon has been a member of the BTM for many years after joining as a young teenager and has recently qualified as a motorman. In his real life he plays piano, saxophone and clarinet, and works as a composer, orchestrator, and arranger. Sam started piano lessons with his grandmother at the age of four, taking up woodwind instruments at secondary school. Hugh McKelvey was one of his teachers, and remembers Sam installing a tram simulator game on the music room computer. An enthusiastic young member, Sam busked around Ballarat to raise money to buy the decorations for the Xmas tram.

Once finishing high school in 2005 he auditioned unsuccessfully for the Victorian College of the Arts so spent a "gap" year moving to Melbourne and studying music at NMIT in Fairfield. He met John Whiting at NMIT, but



*Sam Boon performing on alto sax
Photo: Shannen Wick (from Facebook)*

they hadn't shared their mutual rail enthusiasm at this point. It wasn't until years later when Sam saw John at the helm of a W class on the City Circle, he discovered they were both fans! The next year Sam auditioned again for the VCA and got in. After three years he graduated with a Bachelor of music majoring in jazz improvisation, composition and orchestration.

Sam works professionally as a musician, and over the years has played with Guy Sebastian, Delta Goodrem, Vance Joy, The Rubens, Saskwatch, TLC, Rockwhizz Orkerstra, The Woohoo Revue, Big Words, Damien Ellis Quartet, Son of a Gunzel, and The Cat Empire. He also supported Earth Wind and Fire, Maceo Parker, and Sharon Jones and the Dapkins; and performed at over 60 festivals worldwide including Glastonbury in the UK and Primavera Sound in Spain with his soul band Saskwatch.

Sam was the musical arranger for last year's Carols by Candlelight event in Ballarat. He said he fondly remembered the old carol shows at the sound shell in the North Gardens, not knowing that Peter Waugh was one of the performers. Sam is currently working on two string quartet arranging jobs for Australian artists, one will be performed at Chapel off Chapel in February. He generally has three to four gigs a week, lots of variety between jazz gigs, pop, rock, classical and corporate events. He also teaches music one day a week at a school plus some private students at home.

Peter Waugh, one of our museum guides, started his musical career at age nine to prove to his elder sister that he could learn the recorder in less time than she did. At secondary school he started learning trumpet – his first performance was at Bentleigh High School in 1968 playing Tijuana Taxi. He later swapped to the oboe and continued his studies at the State College of Victoria learning from the famous Australian saxophonist, Peter Clinch, and graduating with

a Bachelor of Creative Arts.

He played with the Victorian Junior Symphony Orchestra, and after moving to Ballarat to work



Peter Waugh in rehearsal for "Seussical".

Photo: Geoff Martin

as a music and drama teacher, played with the Ballarat Symphony Orchestra, and many theatre shows with the Ballarat Light Opera Company and the Ballarat Lyric Theatre. Hugh McKelvey fondly remembers conducting a theatre show when Peter suffered an attack of gastro in the orchestra pit; not a pleasant experience for anyone in such a confined space. Peter and Hugh have worked together many times over the years, including writing a music book for beginner clarinet players.

As well as teaching, Peter played flute and tin whistle with several local folk music groups, the McDermott Brothers, Everyman and His Dog, and Last Man Standing. His interest in folk music and dancing led him into morris dancing, working with another BTM member,

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the late Frank Puls.

Highlights of his dancing career were performing for the opening of the Daylesford Railway exten-



Peter - Morris dancing on the Tall Ships, January 1988.

sion to Bullarto, a royal show for Prince Charles and Lady Diana during the Victorian 150th celebrations, and in front of crowds estimated at nearly one million people over three days of the Tall Ships visit for the Australian Bicentenary in 1988. His musical tastes are varied; Peter, playing his recorder, was the winner of the Ballarat Begonia Festival's Mozart Busking Competition and played tenor sax with Bruce Chapman and the Rocking Teddys.

Peter's professional training was in theatre, and he has directed over 50 plays, and stage-managed large-scale musical events for Her Majesty's Theatre (Ballarat) and the Victorian State Opera. He has written several plays and a successful musical. He is currently acting with the Bard in Bu-

ninyong's production of Shakespeare's *Midsummer Night's Dream*.

Motorman John Whiting started on his musical career with piano lessons at the age of ten. At Camberwell High School he began learning the drums and remembers performing with their Big Band at the Royal South Street Competitions in Ballarat in 1995.

John studied music at the Fairfield TAFE where he obtained an Advanced Diploma in Music Performance. For the first year Sam Boon was one of his classmates. During John's teens, Nirvana, Pearl Jam, Guns 'n' Roses, Metallica Soundgarden, and Alice in Chains were the biggest bands in the world, and he was hooked.

There was a resurgence on 60's and 70's music; the Beatles had released their Anthology documen-



John on drums at the Southbank Tram Depot.

Photo: Brendon Schonfelder

tary, Jimmy Page and Robert Plant from Led Zepelin were touring, Pink Floyd had released the *Division Bell* album & the Rolling Stones had released *Voodoo Lounge*. The Stones at the MCG during 1995 was the first concert he attended at just thirteen years old! As well as drums, John also plays guitar, and over the years has played in many and varied rock groups, such as Loaded, Callahan, Milkmaid and the Telescopes.

However, since gaining full time employment with Yarra Trams 11 years ago, his performing career has just about stopped. In the future he would like to become active again in his local community of Castlemaine.



Andrew Mitchell (middle) and Christopher Boehle-Mitchell (right) with the Ballarat City Brass Band during the Ballarat Heritage Festival. Photo: Zoom Beck

Motorman Andrew Mitchell began learning drums in Year 8, at the Ballarat North Technical School, from John Chenery, a legend in the local music scene. While at school he met Alan Douglas, the Staff Sergeant of the Ballarat Army Reserve Band. Alan trained the school's marching girls, and convinced Andrew to join up with the Army Reserve Band.

He signed up for six years, with band practice every Monday night for three hours. Musicians also had to complete basic military training at Puckapunyal. Andrew still has vivid memories of having to swim 25 metres in full kit. He attended a two week training course at the School of Music at the Watsonia Barracks. The band played at ceremonies and events all over Victoria,

Andrew joined the Creswick Brass Band, also played with the Stawell Brass Band, and later joined the Ballarat City Brass Band. His son Christopher, one of our junior members, also played drums with the City band. While An-

drew has retired from active service with the band, Christopher has joined the Ballarat University Pipe Band as a snare drummer

Carl Mahoney, one of our conductors and workshop volunteers, began playing saxophone at secondary school. Coincidentally one of his teachers was a former student of Peter Waugh. Carl has continued with music since leaving school and is an active member of the Haddon Community Band. On several occasions Carl, with the band, has entertained museum members at the Begonia Festival, and the Ballarat Heritage Festival.



Carl Mahoney in the black jacket, playing with the Haddon Community Band. Photo: Facebook

With so much talent in our organization, there are fantastic opportunities for the future. With Tram 1029 having such an open saloon, without internal doors and bulkheads, it would be suitable for music performances out on the tracks. Perhaps our trams will get the opportunity to really Shake, Rattle and Roll.

“New” photos from Ian Saxon

Greg King has recently received a large collection of photos from tram enthusiast Ian Saxon. These photos include trams from all over Australia.

A selection from Ian’s collection will be featured in future editions of “Fares Please.” This month has photos from Hobart, Tasmania.



Tram either coming off the West Hobart or the Springfield line joining the Glenorchy line.

Photo: Ian Saxon Collection

It is rare to get photos of Hobart trams. Hobart had quite a modern system with good cars. The trams stopped in 1960 and were replaced with trolley buses which stopped in 1969. With the closing of the suburban railways, the city now relies on buses for public transport. The old rail reserve has been promised to be used by LRT and part of it for a tramway museum line but, as with most things, more talk than action!



Hobart trams at the Moonah depot.

Photo: Ian Saxon Collection



Junior members

Several of our Junior Members have been at work on the trams over the Xmas holidays. Alice, Rowan and Danika have all done shifts on the tram as Assistant Conductors, changing the trolley poles and points, selling tickets and greeting our visitors. Danika also worked on the Xmas Tram as one of Santa's elves. She helped keep Santa organised and made sure that every child got a fair share of Santa's attention.

Having young people get actively involved with the Museum will guarantee its future. Many of our current active volunteers, Paul Mong, Alistair Reither, Andrew Mitchell, Sam Boon, Arthur Adams, and Ryan Vanderzweep, started as Assistant Conductors.

Child protection laws have created a number of barriers to the active involvement of young people at the Museum. While all our adult volunteers must have a current Working With Children card, the Museum does not expect them to be supervising younger members. All our active Junior Members are directly supervised by their parents, and in one case, grandparents.

If you would like to become actively involved at the Museum, please contact us directly. Preserving the past takes planning and preparation for the future.



Sam Boon and Danika returning to the depot after an afternoon shift on the tram.

Photo: Peter Waugh



Alice helping out on Tram 26.

Photo: Peter Waugh

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New Indigenous Sculpture Park in the North Gardens Reserve.

Photo: Peter Waugh



Tram 33 truck restored ready for refitting. Photo: Alistair Reither



Tram 40. Photo: Benjamin Boehle-Mitchell



Fares Please! is published by the Ballarat Tramway Museum Inc. (A0031819K) six times a year in alternate months commencing in February. It is distributed to members and friends.

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