

RUNNING JOURNAL



The
Tramway
Museum
Society
of Victoria

JANUARY 1987

NEW SERIES No. 79

GEORGE WILCOCK: It is with deep regret that we record the death in November of our former caretaker, George Wilcock. He had not enjoyed good health for several years and he had recently had a short spell in Kilmore Hospital. George passed away peacefully in his sleep at home, and within a few hours his widow, Jean, was surrounded and supported by their daughters Judith and Jacqueline and their families.

The funeral took place on November 13th after a Requiem Mass at St Patrick's, Kilmore, and there was a gathering afterwards in the parish hall. The Society was well represented on the day and Jean and the family expressed their appreciation.

George (and Jean) "retired" to our house at Bylands after George's state-wide career with the Victorian Railways, which culminated in his promotion to Road Foreman for the Metropolitan (Fminders Street) District. The family had previously lived in the Bylands house when George was the Kilmore district Ganger. His knowledge on track and personnel matters was vast, a knowledge which he used and shared to our great advantage at Bylands. The tracks in the Bern Hurien shed, the "alley track", the depot fan and the Kilmore horse tramway were principally George's handiwork. But his day-to-day supervision over a 12-month period of the 4 C.E.P. workers was perhaps his greatest contribution to the Society. His custody and care of "Charlie" was another tangible and practical form of help to us.

George was a great and good man. He helped us materially and without stint. He was generous with his help. He will be missed by all who knew him.

The Society extends heartfelt condolences to Jean, and to Judith and Jacqueline and their families. We will remember him!

(LNM)

NEXT OUTINGS:

Friday 26th December 1986: GOLDEN SUNSET TOUR: Our annual Golden Sunset Tour will depart from South Melbourne Depot in W5 799 at 1.45 p.m. We will then travel to Preston Depot for a ride on W2 646 to West Preston, return to Preston Depot, and continue with 799 to Kew Depot, whence we will travel in an A2 (Panto A) to East Burwood and then to Burke Road on the North Balwyn route. Returning to Kew, 799 will take us to Malvern Depot, to travel in W2 433 to Malvern Burke Road and return to Malvern Depot. 799 will then carry us via Balaclava Road to St Kilda Beach then travel to South Melbourne football siding via Kingsway and Park/Clarendon Streets corner. There we lay up to enjoy our barbecue meal (BYO supplies) and then return to South Melbourne Depot "via" the 55 terminus at Domain Road to admire the BP building lights.
Fares: Adult \$10, Concession \$7.

Sunday 25th January 1987: BUS TOUR TO KORUMBURRA AND PHILLIP ISLAND

MTA Volvo 850 will depart from outside Hearn's Hobbies, Flinders Street (the Elizabeth Street end of the station) at 9.30 a.m. We'll pause for morning tea along the way, and 120 kms of travel will see us at COAL CREEK where passengers will be able to examine the yesteryear living of a typical coal town. A barbecue lunch is planned, so bring along your snags, chops, salad, etc. After the meal break, you may wander through Coal Creek Historical Park, and the 'bus will spend

half an hour or so exploring remnants of the local defunct railway lines. Then 850 travels to WONTHAGGI (passing other rail relics on the way) for another break, and then on to PHILLIP ISLAND with evening tea at COWES. On to the PENGUIN PARADE, and when the parade is over, back to Melbourne.

WARNING- As this excursion will arrive back in Melbourne after public transport has ceased operation for the day, you will need to make arrangements yourself or with other members for transport home. We can set down along the direct return route.

Fares: Adult \$15, Concession \$10. Admission to Coal Creek NOT included.

Although the costs are a bit higher than usual our trip is still cheaper than many!! So come along with your family and friends and enjoy a very scenic day different from the norm.

Saturday 7th February 1987 : Farewell Old Friend No 2 The second of our three all-day tours to mark the withdrawal of the W2 class will take place on Saturday 7th February. Full details were in the brochure with the previous "RJ". The third of these tours will follow the withdrawal of the last of the class, probably in March next. We expect two cars to run for No 2. Bookings (\$14) to P.O. Box 315, Box Hill, 3128. Packet lunch \$4 extra. Enquiries 890-1053 (W) 299--2178H.

RECENT TOURS:

Last 77s: On Saturday 1st November route 77 closed. This was the first closure since 1962; since then seven others have followed -- a sad thing to see in a time of supposedly promoting electric transport.

A small group of members set out from Glenhuntly Depot in 850 at 8.45 p.m. We had a journalist present, and travelled round various Glenhuntly routes prior to the last car. At Batman Avenue, 850, resplendent with its floral wreath attached to the front and chalked farewells written on the outside of the car was ready to depart.

It was noted that the last and second last 77s full to the running boards heading to the City had their passengers asking why the route was being closed down. We said, "Lack of patronage," and they went off and just chuckled. The loads coming in saw Inspector Jim Dowel operating the "Next Car" signs at Batman Ave. terminus from 11.00 p.m. to the last car.

Anyhow, at 11.57 p.m. 978 led 850 out. People on the tram were quiet, probably thinking of the sad event taking place. Special thanks must go to Inspector Jim Dowel and Glenhuntly ATMOEA Delegate Daryl Soden for operating the tram.

Farewell Old Friend No 1; On Saturday 13th December 1986 a good carful of enthusiasts set off on the first of our Farewells to the stalwart W2 class. We visited Carnegie, East Brighton, Kew, North Balwyn, Wattle Park, Camberwell and Glen Iris, and at Burwood had to go a little further east than the W2 service did -- and we did!! At Camberwell, the B1 (articulated) car was run out for admiration, as were 214 and 676. Some sparkling running highlighted the day proving that 470 can still shake up her heels when suitably encouraged. Our thanks to Allan Arthur, Don Storey and Steve Ball for crewing for the day.

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HALL/MADDOCK COLLECTION You will be aware that the Society has recently taken possession of trams 7W, 15W, 16W and 19W. Andy Hall and Norm Maddock (ATMOEA Federal Secretary and MTA Board member) spent many hours negotiating this and the retention by the cars of their motors. In recognition of this, the Board at its latest meeting resolved unanimously that these cars be known as "The Hall-Maddock Collection".

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EXTENSION TO BERN HURREN SHED: Your Museum Board is pleased to announce that

due to the continued generosity of Mr Craig Coop and Mr Keith Kings the Hurren shed will be extended some 140ft, i.e. to hold a further 9 bogie cars. This extension will cost something like \$22,000. The first trams into the extension will be 643 and, when it is back, 427. Provision will be made for 644, 799 and 1041, all of which are expected to arrive at Bylands in 1987. Work is expected to start early in the New Year. We greatly appreciate the continuing generosity of Craig and Keith.

ARRIVAL OF W2 643: On Friday December 5th, W2 643 arrived at Bylands. this is the last three-door W2 to go to Bylands. Len Millar and Andy Hall worked steadily all morning in loading the car at Preston and unloading the car at Bylands. We thank the Antcliffe family for purchasing and transporting the car, in memory of the late Allan Antcliffe, who did so much for the Museum. Thanks also to Andy and Len, and to that terrific trucking company Beamish Heavy Haulage for the care taken in transporting our trams.

W1 427: This tram was placed in the paint shop for painting on 11th December 1986 and work done on the car is of the standard of the MMTB Preston Workshops of yesteryear. The younger tradesmen have enjoyed working on the tram, so we are told. And we must thank every employee at Preston Workshops for their assistance up to date. A commemorative badge and teaspoon of this tram will be produced. A plaque, similar to the MMTB Builder's Plate, is to be manufactured and fitted to the car.

TROUGHING: Graham Jordan is currently manufacturing the troughing for the old (No 1) tram shed: this should be in position during January.

ARCHIVES: In the last "R.J." we acknowledged a donation to our Archives from Mr Cliff Barratt. Well, he has donated a further framed "Testimonial" which reads:- "Mr G. Hill, Dear Sir, We, the Staff of the Signal & lighting Department of the London Electric Railway desire to express our regret that you are leaving us to go to Australia. We are deeply grateful for the harmony which has existed while you were Night Foreman. We have subscribed towards a purse which we desire you to accept as a token of our respect. We wish you a safe voyage and the best of luck and health."

This Testimonial will be a companion to the previous donation. Our thanks are extended to Mr Barratt once again.

OPERATIONS NEWS will be issued during January, as we have not heard from the roster clerk, and he has probably not heard from you. Please get to it, and confirm your availability with Dean Filgate on 817-2753.

THE BOARD WISHES ALL MEMBERS AND THEIR FAMILIES A MERRY CHRISTMAS AND A HAPPY NEW YEAR.

Next "Running Journal" due in last week of February. Material to Editor Bob Prentice (13 High Street Prahran 3181) by 20th February please.