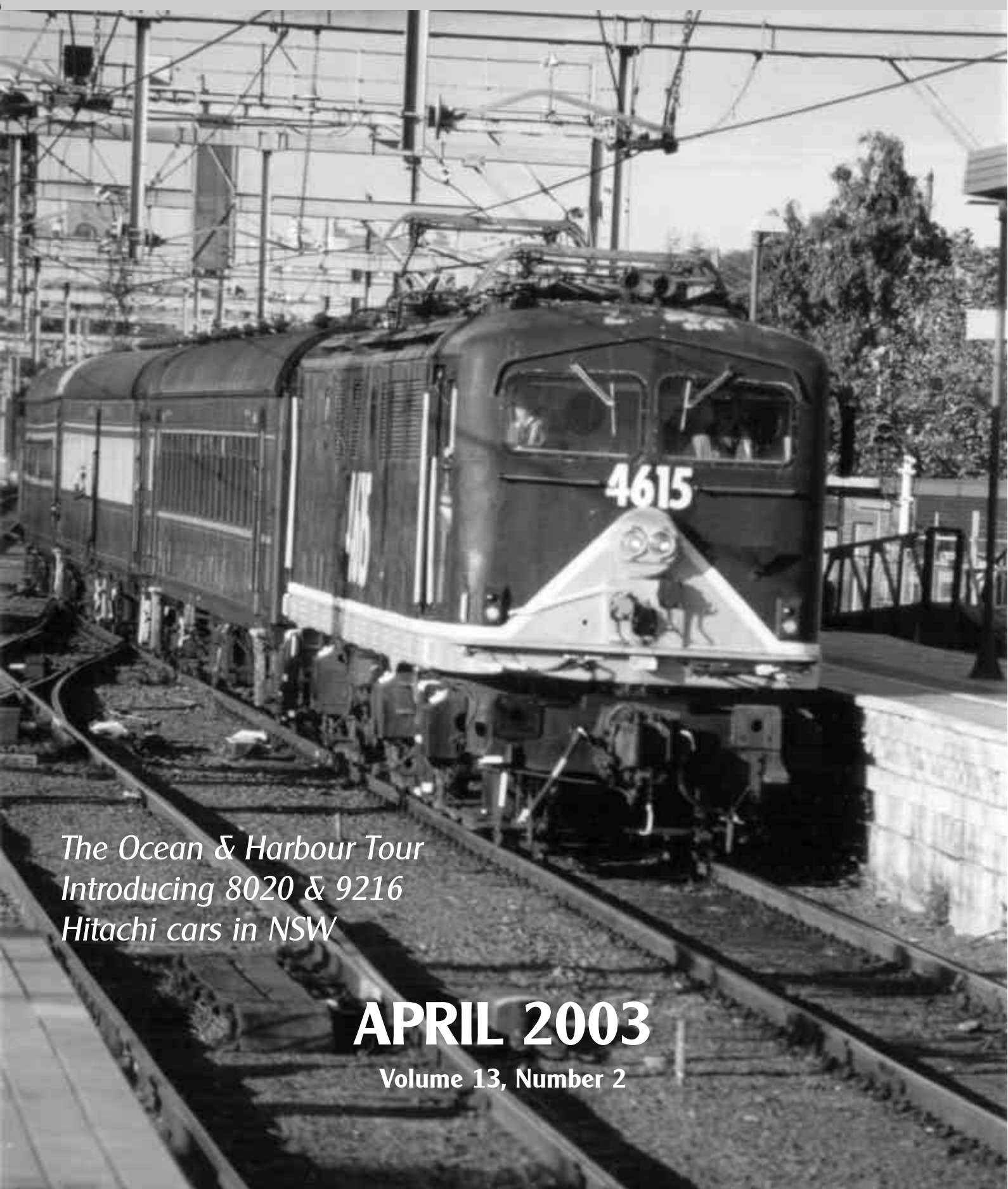
UNDER THE WIRES

$4.50*
*Recommended Retail Price
ISSN 1326-8317

SYDNEY ELECTRIC TRAIN SOCIETY INCORPORATED



The Ocean & Harbour Tour
Introducing 8020 & 9216
Hitachi cars in NSW

APRIL 2003
Volume 13, Number 2



SCENE AROUND MELBOURNE. ABOVE: The commissioning of the Siemens trains for M>Train has been delayed, with the new units still undergoing trials. In the meantime, the Hitachi's soldier on, even though they are now on borrowed time. On 28 September 2001, 154M leads a six-car set out of North Brighton. BELOW: After several months of testing and an official launch on 18 December 2002, the first of the Connex Xtrapolis trains entered service on 27 December 2002. Initially it operated in the 5am to 10am period, but by late February it was also rostered on several PM runs. Drivers based at Ringwood are the first to be trained in the new units. This view, taken at Mitcham on the morning of 30 December 2002, shows 854M leading an empty working to the Alstom Train Maintenance Depot at Bayswater (Rod Greenwood)



UNDER THE WIRES

SYDNEY ELECTRIC TRAIN SOCIETY INC.

APRIL 2003 VOLUME 13, NUMBER 2

Editor: ROY L. HOWARTH
Editorial Team:
GREG CLUETT, HUGH BURNS

Under The Wires (UTW) is the official newsletter of the Sydney Electric Train Society Incorporated. Opinions expressed in UTW are not necessarily those of the Editor or the committee of the Sydney Electric Train Society Incorporated.

Contributions in the form of articles, photos or slides are always welcome. All written material should be typed or clearly handwritten. Articles can also be submitted by email or on IBM format 3.5" disk, using recognised word processing formats such as Microsoft Word, WordPerfect or Lotus Word Pro. Contributions on disk should also include a printout of the relevant material contained on the disk. The Editor reserves the right to edit articles for spelling, grammar and/or space considerations.

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Our thanks to the following contributors:

Charlie Attard, Rod Greenwood, John Lovegrove, Maikha Ly, Ian MacCowan, Phillip Morgan, Greg Oates, Andrew Taylor, Paul Vonwiller and the SETS Committee

FRONT COVER: With its leading pantograph lowered, 4615 draws the Ocean and Harbour Tour into Platform 1 at Sydney Terminal in the early morning of Saturday 8 March 2003. Hopefully one day it will be possible to see 4615 in a livery that better matches 3801 Limited's loco-hauled cars (John Lovegrove)



ABOVE: In December 2002, Sydneysiders were treated to a preview of the latest in light-rail technology. This sleek-looking vehicle, designed by Bombadier, comes from the city of Porto in Portugal. Displayed at Circular Quay opposite Customs House, it attracted considerable interest. Let's hope this interest becomes the stimulus for future extensions of the existing light-rail system (Paul Vonwiller) BELOW: The Melbourne scene is a feature of this issue, with the imminent phasing out of the ageing Hitachi sets. 154M leads a six-car set into Richmond during 2002 (John Horne)



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MEMBERSHIP

Membership for the 2002/03 financial year is **$37** (plus **$2** joining fee). If joining between January and April 2004, the membership fee is **$20** (plus **$2** joining fee).

For membership enquiries, please call our Infoline or write to ***The Membership Officer, PO Box 275, Broadway, NSW, 2007***

SETS INFOLINE

(02) 9526 1864

24 HOURS, 7 DAYS

CommitteeSpeak

PRESIDENT

JOHN HORNE

It is now several months since my last President's report in the October *UTW* and much has happened since that time The two major events that have taken place are the recommissioning of 4615 and the acquisition of 8606. I will not deal too much with these events as the February 2003 edition of *UTW* was devoted to these two important events.

However, I must say that Saturday 7 December 2002 was an extremely important date in the Society's history, as it was the first time a Society-owned asset has been used on a tour. This use justifies the members' donations to acquire this unit. It is one thing to acquire rolling stock, but another thing to operate them, and hopefully in the not-too-distant future more of our own rolling stock will also be able to operate on tours. Having our own operable vehicles helps to make us independent, just like most other rail preservation societies. The effort that went into making 4615 operable was massive, and thanks go to everyone involved in the effort, especially Hugh Burns for project managing the exercise.

Accordingly, I ask members to dig deep to help with 8606's acquisition costs. If there are sufficient donations, an 85-class locomotive might also be able to be acquired to help fill an important void in the collection. I also ask members to support our tours as much as possible. On the subject of tours, I am extremely pleased with the cordial relationship established between SETS and 3801 Limited.

I would like to take this opportunity to welcome Matthew Doyle as the new internet web-site editor, and also to thank John Clifton for continuing in this role until a suitable replacement could be found. On the topic of "horses for courses", Roy Howarth has expressed his desire to step down as *UTW* editor by the end of 2003. Accordingly, could any budding editors please let Roy, myself or any other committee member know. I would also like to take this opportunity to thank Roy for giving plenty of notice about this, and to congratulate him for the improvements made to *UTW*.

MEMBERSHIP

GREG CLUETT

My last report was in the October 2002 edition of UTW. Since then, twelve late renewals and eleven new members have been received. Also, one non-current member has renewed, taking our total at the end of March to 224 current financial members.

On behalf of the committee, I would like to welcome back Mark Forknall (165), who has rejoined the ranks of current members. Also, the Society wishes to welcome the following eleven new members, several of whom joined on, or after, one of our successful tours utilising 8646 & 4615: *Dr John Gambrill (445) of Rozelle; Peter Loechel (446) of Rooty Hill; Peter Berg (447), proprietor of Bergs Hobbies, Parramatta; Chris Wearne (448) of Gwandalan; Bruce Callahan (449) of Wahroonga; Clifford Dorahy (450) of Narrabri West; James Gregory (451) of Yeronga, QLD; Max McLean (452) of Jannali; Ray Cook (453) of Lakemba; Todd Genunell (454) of Panania and Peter Court (455) of Shoalhaven Heads.*

Membership renewals for the next financial year were sent out in the May mailout. Please return them promptly with your payment to our P.O. Box or hand them to me at the meetings.



In the twelve months prior to the demise of the 86-class electrics, what has now passed into history was once an everyday occurrence. 8606, now preserved by the Society, leads sister units 8614, 8646 & 8647 down Kingswood Bank on a westbound coalie during September 2001. Note the single-arm pantographs on 8606 & 8614 (Phillip Morgan)



8606 ARRIVES AT HORNSBY M. C. ABOVE: In another milestone in the Society's history, 8606 arrived at Hornsby Maintenance Centre at 11. 32am on Monday 31 March 2003 from the now-closed Lithgow Maintenance Centre. The timing of its departure from Lithgow was crucial as the section from Mt Victoria was to be closed for trackwork shortly after its departure. In overcast conditions, 8606 negotiates the pointwork at the entry to the car sheds. Note the single-arm pantographs, which were fitted to a handful of 86-class units. BELOW: Still "on the air", 8606 makes its home at the back of 11 Road, keeping company with former shunting units "Bert" & "Ernie" on the same day (Greg Oates)



The OCEAN & HARBOUR TOUR

4615 TAKES THE NEWCASTLE FLYER VIA CRONULLA AND LAVENDER BAY

SATURDAY 8 MARCH 2003

JOHN LOVEGROVE

A chance for SETS to take 4615 for another run presented itself on Saturday 8 March 2003, with the Ocean & Harbour Tour. On a bright sunny morning, 4615 and its five carriages, hired from 3801 Limited, complete with 3801 door wardens and buffet staff, rolled into Sydney Terminal at about 8.18am, ran around its train for its 8.37am departure.

With about ninety-five patrons on board, we departed a couple of minutes late and were soon at Tempe station on our first photostop, the first of about nineteen for the day. The photo developers would have profited from the tour! Just before our arrival at Tempe, we witnessed the disgusting sight of the most recent vandal attacks on the Society's cars at Meeks Road, with tarps cut and the illegible scrawl of idiots.

We pressed on to our Ocean terminus at Cronulla, witnessing the many improvements made to the various stations on the Illawarra Line. According to the book "History of the Sutherland Shire", there was evidence of large coal deposits in the Port Hacking area, and the first proposal of a crossing over the Georges River was at Rocky Point (Sans Souci). However, the Premier thwarted attempts to mine coal by dedicating inost of this area to National Park. As well, Rocky Point was found to be too shallow and presented difficulties in obtaining good foundations for bridge piers. Hence, the crossing was moved to Como. The first trains arrived at Sutherland in 1886, but it was not until December 1939 that the line to Cronulla was opened. From Sutherland, 4615 and cars squealed around the first tight curves on the Cronulla line. The selection of photostops was excellent, providing good sunny exposures of most of the train.



4615 runs around its carriages towards the Sydney end of Cronulla platform for the next leg of the Ocean & Harbour tour to Lavender Bar Car Sidings (John Lovegrove)

At Cronulla, we were asked to alight whilst shunting took place. To provide space for the procession of four-car Tangaras, 4615 and cars ran all the way down to the buffer stop. Creating interest in one of the adjacent sidings was an eight-car S-set, targeted S107 at one end. No, Carl Scully had not secretly increased the number of carriages! Apparently there was some rearrangement of R & S-sets from six-cars to eight-cars, and a new number series was commenced at '100'. 4615 then reversed the cars back to the Sydney end of the platform and ran around the cars. The third terminating Tangara then arrived via the sidings onto the southern end of the platform. At about 10.30am, we departed Cronulla and journeyed back to Sutherland, where we waited in platform three for the movement of a couple more Tangaras.

At North Arncliffe, we were on the Illawarra Local lines, with an 11.24am photostop due at the new Wolli Creek station on the Up Illawarra, but we had a double-green signal. Luckily our train crew recognised the problem, and we stopped at the signal for a few minutes while they contacted train control before we proceeded as planned. Heads turned as we coasted through Central, Town Hall and Wynyard, but it is amazing how many people still tried to board our train at the stations where we stopped. Obviously, many people think a train is a train, and the Government may have wasted its money on the flash new Millennium carriages. We also discussed the merits of the yellow doors on several suburban sets, which are supposedly to enable blind people to find the doors easier, but once the doors are opened, the yellow disappears!!

We had a short lunch break at North Sydney, and most patrons mingled around the station as the 3801 ladies were providing delicious food and drinks throughout the tour, which saved people from having to rush out into the street to the crowded take-away stores. The SETS Shop staff were also busy selling their wares, including the excellent 46-class book, which features a number of photos of 4615. Our visit to Lavender Bay Car Sidings was next on the agenda, but we were not allowed off the train in the five-siding yard in case an XPT came speeding through! If the train shunts, you have to climb out, but if you're propelled backwards you can stay on. Thank goodness for the barn doors on the 3801 cars and the sweeping curves of the sidings. Will we see barn doors on our U-boat cars when they are running?

Soon we were on the move again as we climbed out of Lavender Bay past the 13km/h sign. It was now 1.08pm, and we still had to travel to Newcastle and back. We climbed through the leafy north shore suburbs, sometimes delayed behind suburban services, and before long we were coasting

down the fire-ravaged Cowan Bank and across Hawkesbury River. It was high tide as we drifted around Mullett Creek and Wondabyne, with another photostop at Woy Woy.

Gosford yard created some interest with DIM8020 & DTD9031 awaiting Monday's Wyong to St Marys service, along with some two-car K-sets. On arrival at Wyee, things were delayed, with some whispers that disaster had struck 4615 as the pantographs had been lowered. Prior to this, we had been traveiling at fairly high speed. The timekeepers on the train with their stopwatches and section sheets would be able to tell you exactly how fast. Everyone walked to the front dreading that we would need a diesel to rescue us. However, Hugh Burns' voice echoed from inside 4615 as he activated the over-voltage relay to free it up. Because of the high speed running, the crew had used regenerative braking to slow the train approaching Wyee, and the over-voltage relay was activated. They were then unable to power up. Hugh emerged victorious from the high-tension compartment, the pantographs were raised and everyone rushed back to their seats. Hugh had gained substantial knowledge of the operation of the 46-class, firstly from stripping equipment off most of the class at Sirnsmetal at Mascot, and secondly from his eight-week involvement in re-activating 4615 at Lithgow.

The photo developers would have profited from this tour!

We arrived at Newcastle just about on time, after changing loco crews at Fassifern. 4615 ran around the train once again and waited for the 4.42pm departure. One of the main topics of discussion during the day was the Society's recent purchase of 8606 and the possible sale of the 85 and 86-class overseas. The SETS advertising promised an express run back to Sydney and that's what we had. On the way up, with all he photostops, we did not witness the passage of any freight trains. But now, as we raced back to Sydney, out of film and starting to feel a bit tired, we passed freight trains galore! After in uneventful trip, we arrived at Homsby at 6.50pm to drop off some patrons. With the sun setting and the buffet closing, we anxiously awaited our arrival at Sydney Terminal, after what was a very enjoyable and well-organised day. Most of the ticket price went to 3801 Limited for the hire of the carriages and crew, so it will be good to have our own cars running, hopefully in the near future.

Many thanks to the SETS Committee, 3801 Limited train & carriage crews and the many SETS supporters.

FOOTNOTE: What colour scheme should we paint 4615? My personal opinion is that we should first contact the other Societies who own a 46-class loco to determine their preferred colour scheme. It would be no good if they were all painted into original Metro-Vick. livery like 4638. I would guess that we would have to choose between candy-stripe, FreightRail blue or Indian red. I think the candy-stripe livery really suits the 86-Class and may be the best option for 8606. Because 4615 is already blue & yellow, that would be the easiest colour to touchup by the small band of volunteers. What do you think?



ABOVE: Three contrasting generations of passenger trains came together at Newcastle as they await their respective departures. The most modern being the Endeavour railcar, with TE2854 on the left, the 1980's were represented by set V39 and 4615 and its vintage cars provide an example of the early loco-hauled interurban services that were common on the short north until the mid-1980s (Paul Vonwiller)



ABOVE: 4615 pauses for a photostop at Kirrawee on the way to Cronulla. This station will face major changes if proposals to duplicate the entire Cronulla branch proceed (John Lovegrove) BELOW: 4615 awaits departure from Cronulia's platform 1 for the next leg of the tour to Lavender Bay (Paul Vonwiller)





ABOVE: In the perfect sunshine that prevailed throughout the tour, 4615 pauses at Oatley, a favourite station of many SETS members with a permenant place in Sydney's electric train history (John Lovegrove) BELOW: The Ocean & Harbour Tour became the first loco-hauled passenger train to stop at Wolli Creek station. This location has changed considerably since both 4615 and the 'twelve-wheelers' last saw revenue service on the Illawarra (John Horne)





ABOVE: Loco-hauled trains were always a rarity on the North Shore line, mainly using it whenever the Short North was closed for trackwork. Those days were recreated with this photostop at Waitara on the way to Newcastle. Thanks to one of the train crew taking photos, the photolines were very orderly (John Lovegrove)
BELOW: With the "steel city" only a few stations away, the Ocean & Harbour tour pauses during the crew changeover and photostop at Fassifern (John Horne)



WORKDAY Progress

JANUARY - APRIL

The most significant work completed in the last few months has been the recommissioning of our electric locomotive 4615, which has seen some successful use on the Society's two recent loco-hauled tours. As previously stated, this was a massive exercise, and the February 2003 UTW has dealt with this project.

GOULBURN ROUNDHOUSE

A number of activities have been carried out on the U-boat cars at Goulburn Roundhouse over the last few months. Such works included reconditioning of windows, removal of defective seats and seat cushions, especially from cars CF5010, TF6006 & 6010, and installation of porthole and end communication door windows. The replacement of lift-up window sash rubbers is now almost complete, with 13 windows on ETB6038 to change over, and the driver's windows on CF5010, 5022 and 5027 to be changed. In addition, the bulkhead window frames from 6010 have been removed, along with the shattered glass contained within these frames. This was a very tedious job, and Ben Parker is to be thanked for his assistance.

One other major job that had to be competed was the removal of the diaphragm plate from the driver's end of CF5010. This was done with the aid of a hydraulic jack, and Eugene's assistance in this task is acknowledged. A replacement plate is on hand to replace the bent original. This job is necessary to ensure the car can be safely shunted within the yard.

We were recently donated 59 lift-up windows from the Walhalla and Thompson River Railway Museum in Victoria. This museum obtained a considerable number of Sydney suburban windows and seats for the construction of their 2ft, 6ins gauge cars. These windows (which are mainly Standard windows) were surplus to their needs. We now have in excess of 100 spare Standard car windows, and we are extremely grateful to this museum for their donation.

The most recent major working bee at Goulburn took place on the weekend of 29 & 30 March. The main task for this weekend was the commencement of painting of the interior of TF6010. During the weekend, the main achievement was the sanding, vacuuming, wiping and painting of the area of dark green below the windows on both sides and along the distance of five seats, plus the heaters. The upper lighter green was matched from another car, and we were dismayed to find that 6010 is the only known car to be painted inside with a brighter, almost fluoro green. Thus, the top half green, up to the ceiling line, will have to be rematched. On the Sunday, considerable time was spent on CF5003, testing the brake lines for air leaks.

The major problem at Goulburn Roundhouse is pigeons, and the pigeon population has exploded in recent times. This issue can't be taken lightly as it has made working conditions within the roundhouse sheds rather unpleasant. The roundhouse members are looking at ways to solve this problem as their own locomotives and rolling stock (plus those under private ownership) have also been affected. It certainly means that our U-boat cars will need a good exterior clean before they can be made operational.

MEEKS ROAD

A couple of work days have been undertaken on the suburban cars at Meeks Road over the past few months. The bulk of the work has been to clean up past graffiti attacks, especially on C7512, which has had the bulk of the graffiti cleaned off with chemicals and then painted out. A number of plywood sheets have also been cut to fit over the lift-up windows of C7513, and the tarpaulins have been repaired on a couple of the cars.



The two members of the 86-class to be preserved in operable condition, 8606 by our Society and 8646 by the Rail Transport Museum Both units are seen on a down coalie near Kingswood Bank during January 2002 (Phil Morgan)

IN THE NEXT ISSUE...

* The Tulloch withdrawals
* Comeng motor-car conversions
* 85s and 86s from Lithgow to Broken Hill
* 8606 Celebration Tour

Deadline for contributions: Friday 22August 2003

Introducing...

DIM 8020 & DET 9216

THE REINCARNATION OF DIM8067 FROM THE GLENBROOK ACCIDENT AND FORMER CONTURA CAR DCT9034

MAIKHA LY

In over 30 years of service on the NSW intercity network, the double-deck intercity V-set fleet has been involved in several accidents, derailments and mishaps. The majority of these incidents have resulted in the damaged V-set motor-cars being written off and scrapped. The scrapping of these cars has resulted in the present shortage of intercity rolling stock which serves the Blue Mountains, Central Coast/ Short North and South Coast lines (although the latter is also served by normal suburban trains).

The tragic accident at Glenbrook on 3 December 1999 severely damaged DIM8067 after it collided with the car-carrier trailing the up Indian Pacific express. The impact completely destroyed the front section of 8067, from the front cab all the way to the driver's end vestibule.

In late 2000, the decision was made to rebuild DIM8067 due to the chronic shortage of cars in the intercity fleet. It was also decided to return DCT 9034, otherwise known as the 'Contura' (which was specially modified for charters and functions) to normal revenue service. DCT9034 would have its upper-deck lounges and kitchen areas removed and refitted with normal intercity passenger seating. In addition, since 9034 was a driving trailer, the cab controls would be utilised in the rebuilding of the driver's cab of 8067.



DIM8020 trails two-car set V94 out of Lisarow on "The River" service to Wyong during December 2002 (Andrew Taylor)

In November 2001, DIM8067 and DCT9034 were sent to United Goninans at Broadmeadow for the rebuilding of 8067, then 9034 respectively. This work took approximately 10 months, with both cars returned to service during October 2002. After its rebuild, 8067 was renumbered to DIM8020 (to relieve any superstition), and DCT9034 was renumbered DET9216, which is a completely new code for the intercity fleet. During its rebuild, DIM8020 received a completely new fibreglass driver's cab front end painted in the latest blue and gold 'Intercity' livery, a new driver's cab utilising parts from the former Contura car and a rebuilt section using the same style stainless-steel panels used on Goninan suburban cars *(the fluting is 'Pullman Standard', as opposed to that on the Comeng cars, which was patented by the Budd Corporation of Philadelphia, USA - Editor).*

DET9216 had all of its top deck lounges and audio equipment removed and replaced with normal V-set seats. The lower deck seats were also reupholstered in green (the lower-deck seats of 9034 were the last V-set seats with the orange and yellow fabric cushions). The kitchen and servery counters at the No. 1 end of 9034 were also removed and converted into seats with carpets. This biggest change that distinguishes 9216 from other former driving trailers is the complete removal of the driver's cab and guards compartment and their replacement with V-set seats fitted longitudinally. This section of 9034 also has suburban-style bulkheads with glass panels, and no carpet or air-conditioning is fitted at this end.

DIM8020 was initially used on normal intercity services until the Blue Mountains press got wind of the car's recent history and created some local unrest. The sensitivities of operating 8020 over the Blue Mountains (despite its renumbering) reached the point where it was decided to ban 8020 from intercity services west of Penrith. Hence the decision was taken to make 8020 captive on the Wyong to St Marys service "The River".

Set V94, which originally consisted of DTM8034 & DTD9031, had 8034 swapped with DIM8020 (8034 is now permanently coupled to DET9216, whilst 8020 is now coupled to 9031). The yellow sliding doors on 9216 were swapped with the unpainted doors on 9031 to ensure that both cars on set V94 could have a consistent livery with yellow doors. DIM8020 has also had to swap a number of traction parts with 8034 to enable 8020 to operate with the driving trailer.

To this day, DIM8020 and DTD9031 continue to operate "The River" service from Wyong to St Marys, thence to Lidcombe (and empty cars to Flemington MC) and DET9216 continues to operate in revenue service with DTM8034.

THE INTERCITY PLATFORM

For more photos of 8020, 9216 and the V-sets, visit...

www.theintercityplatform.iwarp.com



ABOVE: The driver's side of DIM8020 prior to its current roster on set V94. The painted doors, new panelling and 'Pullman Standard' type fluting past the upper & lower deck windows are obvious features of the car's rebuild. BELOW: The former driver's end of DET9216 in its 'decabbed' state This is currently the only V-set driving trailer to receive this treatment, which was done in an identical fashion to the suburban Comeng driving trailers, hence the new coding. The yellow doors were removed from this car and swapped with unpainted doors from DTD9031 shortly after these photos were taken (Maikha Ly)



Over The Border

...across to New South Wales!

THE STORY BEHIND THE DISPOSAL OF THE FIRST OF MELBOURNE'S SURPLUS HITACHI ELECTRIC CARS

JOHN HORNE

Most readers of UTW are aware that in the 1970's and 1980's, there was a mass procession of condemned single-deck cars to Simsmetal at Mascot (plus other locations for a small number of cars) for cutting-up, with only a small number of cars "escaping" for further use. This programme came to an abrupt halt when the issue of asbestos was raised. Some cars were returned from Simsmetal to Elcar Workshops for asbestos removal and returned to Simsmetal for cutting-up as stripped-out shells. This process was very costly, and clearly a more economical method of disposing the remainder of the fleet had to be found.

When the mass-withdrawals of single-deck cars occurred in the early-1990s, this problem was magnified with a few cars being cut-up at Chullora until asbestos issues stopped this process. Eventually, the majority of the cars were disposed of through a contractor (Milfren Pty Ltd), and unlike previous disposal processes, a large number of the cars were sold for further use. The strong demand for the suburban cars set the trend for the sale of loco-hauled air conditioned cars and the Uboats, with CF5028 being the only car to be cut-up after a fire whilst it was awaiting sale.



The first of the Hitachi's to be loaded at Newport Workshops was 1998T (ex 305D), one of the few cars to retain the door at the driver's cab end. Still covered in graffiti, 1998T is being prepared for the journey to Molong on 11 July 2002 whilst 137M (2nd) awaits its turn (John Horne)

As a result of purchasing and transporting C3717 in 1994, I have built a strong rapport with the transporters of these cars through assisting in the stripping of U-boat cars, the purchase of a number of U-boat bogies, the relocation of cars C7465 & 7510 and the transporting of some U-boat cars. Given this rapport, and being an enthusiast, the transporters asked me whether I knew of any other cars coming up for disposal. The only cars I knew of were some redundant Hitachi cars at Newport Workshops, which I saw when I visited the Steamrail depot each year to check on the restoration progress on Dogbox motor-car 137M. I was also aware of the new trains on order in Melbourne, with the mass-withdrawals of the Hitachi's being imminent.

THE MOVE TO ACQUIRE THE HITACHI'S

In early 2002, I inquired at Newport Workshops about the surplus Hitachi cars and was told that they were split between M>Train and Connex, with the only distinguishing features being the M>Train cars having "Bayside" stencilled on their sides and the Connex cars having "Hillside" stencilled on their sides. Newport was the M>Train administration area, and mention was made that the surplus M>Train cars at Newport were up for disposal and they were open to offers. With regards to the Connex cars, a separate contract would have to be made with the appropriate people at Connex. The cars involved from M>Train were 83M, 93M, 115M, the original 137M (or the second 137M if the preserved Dogbox 137M is taken into account), the later 137M (ex 71M) and 1998T (ex driving trailer 305D) which were all at Newport, and 1997T (ex driving trailer 327D) which was at Bendigo. The Connex cars involved were 55M, 201M and 1903T at Newport and 2013T (ex driving trailer 310D) at Ballarat.

These cars were in varying condition as some of them had been out of service for well over ten years (115M and the original 137M didn't even have the green and yellow decals) with some cars either cannibalised for parts or not fully restored after accidents, and offers were made on all of the cars. What was interesting, especially from an enthusiast s point of view, is that these cars were in far more original condition than many Hitachi's still in service, and there were some interesting variations amongst the cars.

THE GOOD NEWS

I hadn't heard anything about my bid for a couple of months and I thought that someone else had been successful, Til Longo of M>Train phoned me to ask whether my offer was still valid. I said yes, but he suggested I have another inspection of the cars to ensure that their condition hadn't deteriorated any further (i.e.. graffiti or smashed windows). Fortunately I was about to go on a holiday to Adelaide, so I called into Newport on my way back to Sydney to inspect the cars when I ratified my offer. Shortly afterwards, I was informed that my bid was successful, so the next stage of the exercise, namely the transporting of the cars, had to be planned.

Meanwhile I contacted Connex, and they had already made arrangements with Simsmetal to cut-up their three cars at Newport, but I was successful in obtaining the former driving

trailer from Ballarat. However, I was able to purchase and remove the windows from these cars before they were scrapped. Given the number of windows missing from some of the other cars, it would have been very difficult, if not impossible, to make the other cars presentable without these windows. I am very grateful to Connex, especially David Maertin, for making these windows available. The MetroVick pantograph from 201M was also purchased from Connex for SETS prior to the scrapping of 201M, and we should be grateful to David for making this pantograph available.

PREPARING FOR THE EXERCISE

As detailed above, windows were obtained from 55M and 201M prior to their scrapping. 1997T at Bendigo also had a number of spare windows and doors stored inside it, and many of these spares had to be transported to Melbourne in order to store these items in the appropriate cars. It is interesting to note that prior to this car being transported, there were 16 window frames without glass in them that were stolen from this car, presumably by someone wanting the scrap value from the aluminium frames. Accordingly, the last week of June 2002 was dedicated to transferring the excess items from Bendigo to Newport, removing the windows from 55M and 201M and then removing the pantograph from 201M, loading it onto the trailer and transporting it back to Sydney.

This was an absolutely "full-on" week and unfortunately, apart from 55M and 115M, all of the other cars were in a restricted area between Tuesday 25 June and Thursday 27 June as there was a major Police exercise as a mock-up for the 2006 Commonwealth Games, which are due to be held in Melbourne. These restrictions made me decide to take 115M to my place at Castlereagh as it had an absolutely excellent interior: it was a trial car for the refurbishment programme, and was never used afterwards, and yet it still had an original exterior. Prior to this, the only cars to be "saved" were 1998T and 2013T, as these were two of the three Hitachi's to retain an end communication door at the former driving end.

THE BIG STEP: MOVING AND SELLING THE CARS

Once we knew that we were successful in our bid, the next step was to move the cars and sell any car not to be retained for



ABOVE: The first Hitachi 137M is lifted off its workshop bogies for the journey to Molong on 8 October 2002. A few interesting aspects of this car is the lack of green & yellow 'Met.' stripes, the black & white car numbers and the lack of windows on this side only, which was rebuilt after a collision. 93M, which is awaiting preservation by the Elecrail Hitachi group, is on the left (John Horne)

display purposes. The first car to be loaded was 1998T, which I wanted to keep, but use as a display car at Molong for potential buyers in western NSW to inspect so that they could see whether the Hitachi cars suited their needs.

The suspension on these cars is totally different to any NSW electric car (and indeed, the Harris cars and their predecessors) in that the airbags and torsion bars are all body-mounted instead of bogie-mounted, and this presented a major challenge. This car and 115M, the second car to be loaded, required two cranes for loading instead of one, and this added considerably to our costs. However, later cars required only one crane and it wasn't until the last three cars that we finally perfected the loading techniques. Similarly, we had the unloading techniques perfected by the time the later cars were unloaded, and this has been of major benefit should we be successful in any bids for future Hitachi cars.

Selling the cars was a problem because, given that some cars had various fittings missing, we decided not to advertise them





LEFT: Former driving-trailer 2013T (ex 310D) is about to be loaded at Ballarat for the journey to Coolac, for display purposes, on 13 January 2003. The door at the driver's cab end is a feature that had disappeared from all but three Hitachi cars, and will ensure that 2013T is retained as a historic car in the future. RIGHT: The interior of 2013T looking towards the former driver's cab. The luggage racks are also an early feature of the Hitachi's that had long since disappeared from the majority of the fleet (John Horne)

them in Victoria as this would have caused chaos at the workshops with every "Tom, Dick & Harry" wanting to inspect them. This would have ruined the good rapport we'd established with the workshops and security staff. We also needed the cars back in NSW to make them presentable, even though this meant double-handling, which added to our costs.

One interesting event was that the original Hitachi 137M was so devoid of windows and doors that my bedding almost blew out of the car when we were on Western Ring Road in Melbourne, and a hasty stop prevented this from happening!! This car is much more presentable as it now has all of its passenger windows and doors. The original 137M is an interesting car: the entire driver's side was rebuilt after it hit a truck at Berwick on 12 October 1982, and was never used again. Hence the lack of windows and doors
when it came up for disposal.

The other problem we had was the drought in NSW, which slowed demand as the rural economy was adversely affected. However, in recent months, the number of inquiries with definite orders has significantly increased.

THE FUTURE: HOPEFULLY MORE CARS

The experience gained from moving this small number of cars has been invaluable, especially in respect of perfecting loading and unloading techniques. It has also been an excellent way of proving to the Victorian
authorities that these cars can be resold at a reasonable price to customers without being scrapped, and it has established our credibility as a reseller who is capable of moving railway carriages.

We are now receiving a number of inquiries and orders for these cars from places as far afield as Murwillumbah in NSW and Miles in QLD, and hopefully we can obtain cars for these buyers. If this comes to fruition, the Hitachi fleet could be even more widely dispersed than Sydney's single-deck fleet.

It is also pleasing to see that there are moves by enthusiast groups in Victoria to preserve some of these cars. This will avoid the major mistake made when the Harris cars were disposed of in the 1980's. Fortunately, these enthusiasts also want to preserve the last two Harris cars, 794M and 797M, which were, until recent times, used on the Overhead Greasing Train, and finally retired from service.

I would like to thank John McCusker and Ralph Crystall, plus the various crane companies, for their assistance with the loading, unloading and transport of these cars, as everything came through without any problems. Finally, I would like to thank M>Train, particularly Til Longo, for the opportunity to sell these cars and establish our credibility in Melbourne.

HITACHI ORDERS TAKEN NOW

If any readers are interested in buying a Hitachi car for a property, please contact John direct on 0407 900 551. Please do not direct any Hitachi car inquiries to SETS.

LOADING & UNLOADING DATES

1998T (ex 305D): Loaded Newport 11/07/02; unloaded Molong 13/07/02.

115M: Loaded Newport 29/07/02; unloaded Castlereagh 13/07/02

83M: Loaded Newport 22/08/02; unloaded Bathurst 24/08/02

93M: Sold for preservation to the Elecrail Hitachi group in Melbourne. Official changeover date 10/09/02.

Original 137M: Loaded Newport 08/10/02, unloaded Molong 09/10/02. This car has had a major cleanout, graffiti removed and windows & doors reinstalled. Currently awaiting resale.

Second 137M (ex 71M): Loaded Newport 08/10/02, unloaded Goulburn 09/10/02 for temporary storage. This car has been sold, and will shortly be moved to location in NSW.

1997T (ex 327D): Loaded Bendigo 10/10/02; unloaded Molong 11/10/02 for a major cleanout, removal of graffiti and repair of three broken windows. Reloaded at Molong on 17/07/02 and unloaded at Mandurama on the same day.

2013T (ex 310D): Loaded Ballarat 13/01/03; unloaded Coolac 14/01/03 for use as a display car, then set aside for preservation.



ABOVE: The original 137M & 1998T (ex 305D) at Molong during February 2003. On the right is former NSW Sleeping Car TAM936, which is also awaiting resale. BELOW: With its missing windows replaced and graffiti removed, 2013T rests at Coolac, NSW during March 2003 (John Horne)





ABOVE: With its driver's cabs windows panelled over and the lack of a drivers-end door, former driving-trailer 1997T (ex 327D) is shown at Molong prior to its sale to Mandurama during July 2002. Removal of the graffiti also took off the green & yellow stripes. The original Hitachi 137M is partly obscured in the background. BELOW: The second 137M (ex 71M) pauses at the Ampol truck stop at Holbrook, whilst the semi-trailer is being refuelled, on 9 October 2002. The fact that 137M retained the original logo of The Met. shows that it hadn't seen revenue service for a number of years (John Horne)





115M COMES TO SYDNEY. The first of the Hitachi cars to be disposed of has arrived in Sydney's west for static preservation. ABOVE: 115M arrives at Castlereagh at the end of its long journey from Melbourne on 31 July 2002. Note the makeshift plywood sheeting over several missing windows (Charlie Attard) BELOW: With its missing windows and doors refitted and the exterior given a clean-up, 115M looks splendid in its new home at Castlereagh during September 2002. Note the black & white car numbers, which predate the green & yellow livery of The Met. and the word 'Bayside' stencilled next to the driver's cab door (John Horne)





ABOVE: 571M and a Connex three-car set pace a six-car Hitachi set past Princes Bridge on Thursday 6 February 2003 (Ian MacCowan) BELOW: The interior of 157M, which is still in service, during June 2003. This is one of the few Hitachi's to retain some of its luggage racks and advertising panels. The seat cushions use a similar material to that originally fitted to Sydney's Chopper-control C-sets. Next time you're in Melbourne, get your shots of the remaining Hitachi sets now while they are still an everyday sight (John Horne)





CONTRASTING COMENG SETS. The use of two different operators, Connex and M>Train, has created some variety on Melbourne's suburban network, but this will change somewhat with the introduction of the common name Metlink. ABOVE: Two different eras came together in this scene of 545M leading an unrefurbished green & yellow three-car Comeng set at the new Sydenham-Watergardens station on Saturday 25 May 2002 (Roy Howarth) BELOW: A six-car M>Train Comeng set at Brighton Beach on the Sandringham line Wednesday 5 February 2003. With the withdrawal of National Express from the suburban network, the M>Train brand will eventually disappear (Ian MacCowan)



Our inspection of...

LADY DENMAN

...WITH THE AUSTRALIA FERRY SOCIETY

SATURDAY 9 FEBRUARY 2003

PAUL VONWILLER

This was a combined tour with the Australian Ferry Society to Huskisson, south of Nowra, to visit the historic former Sydney Harbour ferry Lady Denman at the Huskisson Maritime Museum. The AFS chartered an air-conditioned Forest Coach Lines bus, which travelled via Southern Cross Drive and General Holmes Drive to Rockdale to pick up some tour patrons. We then travelled through the Royal National Park, stopping at Bulli Pass for morning tea and an opportunity to take in the view of the escarpment over Wollongong. From here, we headed straight for the Huskisson Maritime Museum, travelling through the picturesque locations of Gerringong and Berry under overcast conditions. Upon arrival at the Maritime Museum, there was a festival, including a band with refreshments being served.

We had a guided tour of Lady Denman, which was once part of Sydney's extensive fleet of Inner Harbour ferries. It was built in 1912, at the same time as Lady Edeline, and was retired in 1979 after 67 years in service. In May 1981, it was towed down from Sydney to Jervis Bay for preservation by Green Corp Community & Museum volunteers.

Lady Denman entered service from Balmain under the ownership of the Sydney Ferry Company on 12 July 1912. It served Lane Cove, Figtree and other destinations from Circular Quay. In 1936, it was converted to a six-cylinder diesel engine and became M.V. Lady Denman. During World War II, the State Government requisitioned it for the Cockatoo Run, and afterwards, it was used on the Inner Harbour routes to Taronga Zoo, Milsons Point, Cremorne and Mosman. In 1962, Lady Denman was fitted with a 300 h.p. diesel engine.

After inspecting the Maritime Museum, there was the option of taking the Dolphin Water Watch Cruise from Huskisson around Jervis Bay, when the southerly change arrived, bringing patchy rain. This cruise was two-and-a-half hours long, and a number of dolphins diving through the water were seen, whilst afternoon tea was served. At the end of the cruise, we arrived back at Huskisson Jetty and had the choice of a late lunch or refreshments from the shops.

On the way back to Sydney, we stopped at Barbeques Galore, south of Nowra, for a brief inspection of three Standard single-deck motor-cars with Beclawat windows: C3216, 3424 and 7398, which are now used as storage sheds at the back of the complex. A big thanks to the AFS Committee for organising the tour and to Ben Parker for providing the bus.

To become a member of the Australian Ferry Society please contact Mr Geoff Johnson on (02) 9451 8559 or write to PO Box 52, Pyrmont, NSW, 2009.





ABOVE: Lady Denman of 1912, decked out in the livery of the post-war era, under restoration near Jervis Bay at Huskisson on 2 7 December 2001 (Roy Howarth) TOP: C7398, used as a storage shed at the rear of Barbeques Galore south of Nowra, has clearly seen better days after a decade of exposure to the elements (Paul Vonwiller)



ABOVE: Early this year the six-car R-sets on Sector 1 were rearranged to form eight-car sets. To distinguish these newly-formed sets, three-digit target plates were used for the first time. On the day of the Ocean & Harbour Tour, blue-striped Goninan C3016 and set S107 are stabled opposite platform 2 at Cronulla (John Lovegrove) BELOW: Set M9 (D1017, N1517, 1518, D1018) was displayed by Clyde-EDI at Sydney Terminal's platform 1 on Saturday 22 February 2003. This display celebrated the 60th birthday of 3801. Set M9 barely had a chance to turn a wheel in service before it was withdrawn, along with the rest of the Millennium fleet, on the instructions of the Transport Minister, Mr Costa, during April. The Millennium sets are gradually making a return to service. although their presence continues to be somewhat elusive (Paul Vonwiller)



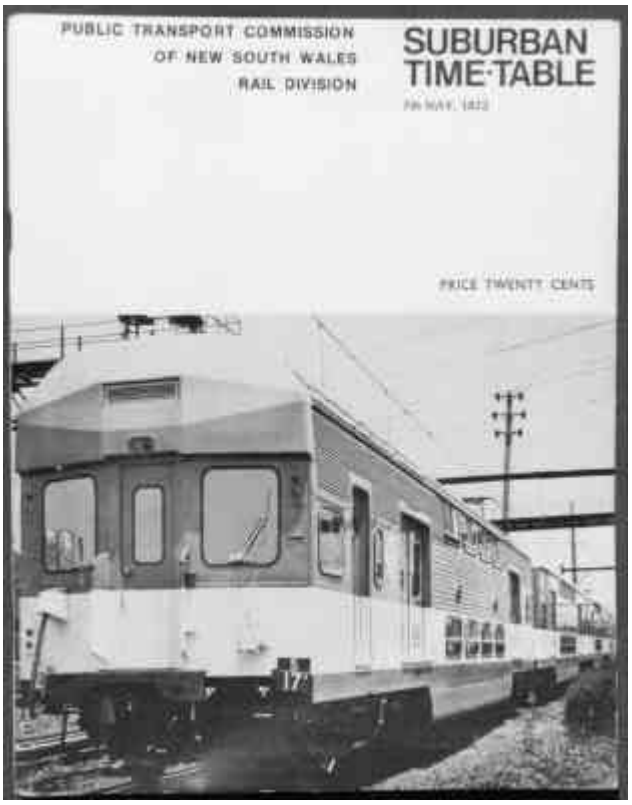
INSIDE BACK...

OUR NEW MEETING VENUE

AT THE ROCKS

The Society now meets at the Auction Room in Clock Tower Square, Harrington Street, The Rocks (just a short walk from Circulay Quay station). Doors open at 2:00 pm for a 2:45 pm start.

Meetings are held on the last Saturday of each month (except December). All members and visitors are welcome to attend.



PTC SEQUEL, PART 1. Typical of the Sydney suburban timetable books of the early years of the Public Transport Commission was this example, which shows pristine four-car set S17a which was used to open the new Como Bridge in 1972 (Courtesy Rod Greenwood)

BACK COVER TOP: In its candy-stripe days, 8606 leads a sister unit on an up coalie through Wentworth Falls in November 1994 (John Lovegrove) BOTTOM: Nearly nine years later, 8606 slides down 11 Road at Hornsby Maintenance Centre, upon arrival from Lithgow LMC, on a wet Monday 31 March 2003 (Greg Oates)

FROM THE EDITOR

MEA CULPA, MEA CULPA, MEA CULPA...

Please accept my apologies for the lengthy delay since the December issue was published. The longer-than-expected hiatus since the December issue was mainly due to a brave, but unsuccessful, attempt to move *UTW* to slightly newer computer technology than that used to produce *UTW* since 1998. 1 had intended to gain the necessary tools to scan the photos in-house with different desktop software. However, computers being what they are, the results have, to date, been unsuccessful. This, coupled with the fact that the photos took longer than expected to be scanned, meant a protracted production time, hence the delay of this issue until now. Obviously, things could have been handled differently in hindsight, but at the end of the day, the standard that has been expected of *UTW* over the past few years has continued. At this point, I wish to extend my thanks to Hugh Bums for scanning the photos for this issue and also for taking on the February edition of *UTW* whilst I did my best to unravel the marvels of computer technology! By the time you read this, the February edition will also be out, and production on the June edition has already started, so we are now playing catch-up in a very short period of time!

NEW EDITOR NEEDED FOR THE NEW YEAR

Which brings me to the more important issue of the future of *UTW.* Earlier this year, I advised the committee that, after nearly ten years in the editor's chair (August 1991 to August 1995 & January 1998 to December this year), I have decided to step down as from 31 December 2003. Whilst I have enjoyed producing *UTW* over the years, I have reached the stage where ten years as editor is long enough, and it is time to move on. Accordingly, the search is on for any budding editors to take over the production of *UTW* from January 2004. If you are interested, the minimum requirements are: ready access to recognised desktop publishing software (PagePlus, MS Publisher, Pagemaker or QuarkXpress), email and internet access and a commitment to producing *UTW* on a bi-monthly basis. Previous experience in magazine or newsletter production is not essential, as I, for one, had no prior editorial experience when I first took on the post back in 199l!

If you wish to put your name forward, please get in touch with our President, John Home or myself via the Infoline. All going well, we would like to make a decision on our new editor by December so that a handover of all relevant *UTW* material can then take place. Rest assured, the job isn't as daunting as it might sound, and I encourage anyone who feels that they can meet the above requirements to come forward. *Under The Wires* fills an important role in documenting the history of electric trains in Sydney, often publishing articles and photos that haven't (and wouldn't) be published elsewhere. With the right person in the chair, the Society can continue this tradition into 2004 and beyond.

Roy L. Howarth, UTW Editor


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