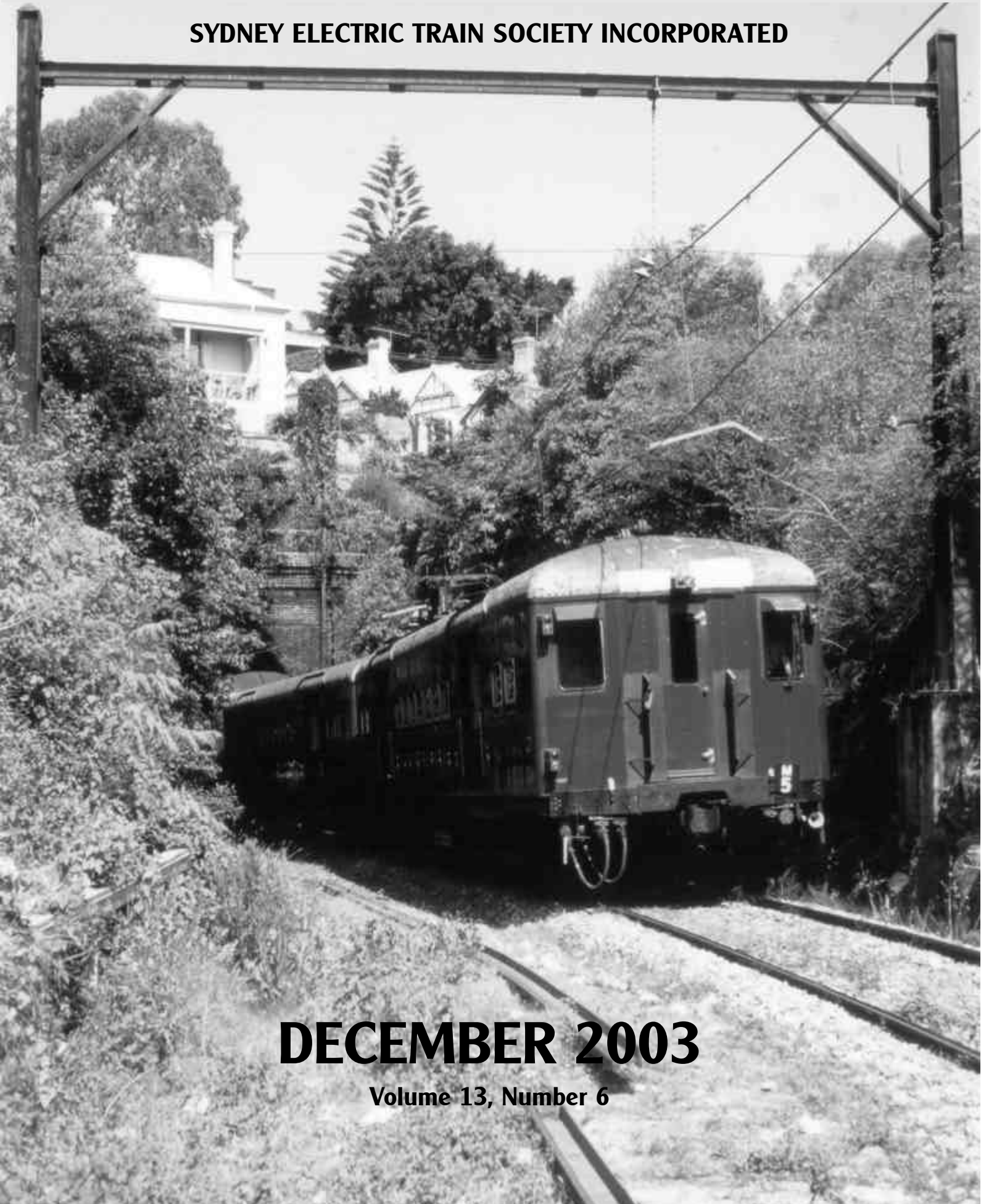
UNDER THE WIRES

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SYDNEY ELECTRIC TRAIN SOCIETY INCORPORATED



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CONTRASTING BRADFIELD LIVERIES. ABOVE: One of the few instances in which Bradfield motor-cars carried the Coat of Arms logo was when several of them were rebuilt to a new design during the 1960's. One such car is C3074, which re-entered service after its rebuild at Elcar on 9 September 1963. It continued in service in its new guise until its withdrawal from service on 20 November 1973 (SRA of NSW) BELOW: Preserved motor-car C3082 in a rarely-seen guise! During its term as the Elcar Pilot Shunter, 3082 was painted in this striking livery of Indian red with yellow lining along the sides and black & yellow stripes on both ends. Until its use on the ARHS Harbour Bridge 50th Anniversary tour of 20 March 1982, it was numbered in the service stock register as C3591, and in this form it is shown at Elcar during February 1979 (Ian MacCowan)



UNDER THE WIRES

SYDNEY ELECTRIC TRAIN SOCIETY INC.

DECEMBER 2003 VOLUME 13, NUMBER 6

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

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.

Colour or black & white photographs or slides are welcome. Images can also be sent digitally, in either TIFF or JPEG file formats on CD-ROM. Digital images should have a resolution of not less than approximately 1800x1200 pixels in colour or 8-bit greyscale. All photographs, slides and CD-ROMs will be returned to their owners upon publication. Photographs and images may be held for up to twelve months to fit in with editorial constraints. Photographs submitted for publication may also be used for related publishing and promotional purposes by the Society, credited to the original photographer, unless advice to the contrary is received in writing. Photographs not returned to their owners will be placed in SETS archives. To assist in publication and return, photographs or media should include the owner's name, dates and captions. You do not have to be a member of SETS to submit material for *UTW*.

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We wish to thank the following contributors:
Greg Antipas, A. R. Astle, Andrew Coble, John Clifton, Stephen Halgren, Ian MacCowan, Stephen Miller, Greg Oates, Jill Roberts, Glenn Ryan and the SETS Committee.

FRONT COVER: Set M5 featured on the cover of my first UTW in August 1991, so it's appropriate that it also features on the cover of my last issue! C7451 leads set M5 on run 253 out of Bay Road Tunnel on the Lavender Bay branch towards Waverton on Friday 29 November 1991 (Glenn Ryan)



ABOVE: Diesel shunter 7341 shunts a PHG power van, C3445 (which had just emerged from driver's cab modifications) and ACDEP Cover Van L1497 (a former CHO guard's van) at Elston's sidings on the afternoon of 16 June 1982. BELOW: 7341 hauls C3445 back to Flemington Car Sheds on the same day. Unique workings of this sort are no longer a feature of the modern-day CityRail network (Greg Oates)



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SETS INFOLINE

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24 HOURS, 7 DAYS

PEN TO PAPER
ROY HOWARTH

GOODBYE TO ALL THAT...

"In the past, I have departed under someone else's steam; this time I depart under my own". The words used by Australia's longest-serving Prime Minister, Sir Robert Menzies, upon his retirement in 1966 are also words which I feel sum up the introduction to my final edition of *UTW* after a total of ten years as Editor.

My editorship of *UTW* dates back to the formation of the Society in August 1991 until the end of my first term in August 1995, and again from January 1998 until this issue. In that time, *UTW* has served as a useful point of reference on the history of Sydney's suburban and interurban electric trains as well as the three classes of electric locomotives in NSW. I have endeavoured to cover as many aspects of the electric fleet as possible, especially in-depth details of the different carriage types, that would not receive coverage in any other publication. As such, this information has now been preserved in print for the electric enthusiasts and historians of today and tomorrow. This particular aspect of *UTW* is particularly important in passing information on from one generation to the next. Other aspects of *UTW*, including the day-to-day operations and coverage of particular services, some of which no longer exist, have been equally important in presenting a complete picture of the history of our electrified network.

I have enjoyed producing *UTW* immensely, and I would be lying if I were not to admit to a sense of loss when it is no longer a part of my routine. However, I have reached the stage where I have taken *UTW* as far as I can possibly take it, and it is now time for a new editor with new ideas and a new approach to take it forward over the coming years. Also, the end of my editorship will allow me to devote more time to other interests which fall outside the rail enthusiast sphere.

Over the last decade, *UTW* has covered many important events, both under my editorship and that of Paul Turtle's. However, none can match the significance of the end of the single-deck suburbans on 10 January 1992. That event was quite an emotional time for many single-deck enthusiasts, and for me in particular, having developed an affection for these veteran electric cars from a very young age. It was inevitable that this would one day lead me to become involved in the affairs of the Society from day one.

Having said that, I would encourage you to support John Lovegrove as the incoming editor by continuing the flow of articles, photographs and slides. Given that John lives outside Sydney, he will need constant updates on the latest developments on the CityRail fleet to ensure that *UTW* continues to not only be relevant, but also to cover aspects of the electric system that receive little coverage elsewhere. All unused articles and photos submitted for publication to date will have been handed over to John by the time you read this. Furthermore, I can't stress enough that *UTW* is only as good as the volume of material we receive from you, the readers.

In closing, there are a number of people I wish to thank for their contributions and assistance during my time as editor. Stephen Halgren and John Horne have been invaluable sources of information, and their expert knowledge of Sydney's electric fleet is second to none; Paul Vonwiller and Jill Roberts have developed a healthy competition to get their respective articles "over the line", and I encourage them to keep up the good work. There are others who have provided a steady stream of articles and photos and there are too many to list by name. However, David Kirkland, Dominik Giemza, Glenn Ryan, Peter Ferguson and Greg Oates must come in for special mention in this regard. For those who I haven't mentioned by name, you know who you are, and so do the readers of *UTW.* Lastly, I must thank the SETS Committee for their assistance, especially Greg Cluett for his proof-reading efforts, plus John Clifton and Hugh Burns for their assistance behind the scenes.

Your combined efforts helped to make *UTW* the publication it is today, and for that I extend my thanks. I now call upon each and every one of you to ensure that *UTW* continues to be a valuable publication in 2004 and beyond.



ABOVE: Early on in the four year period when I wore two hats, that of the Society's President as well as UTW Editor, yours truly poses alongside 4615 shortly after its arrival at State Mine Museum in the latter part of 1998. None of us at the time could have predicted when it would once again turn a wheel on a SETS Tour to relive past glories! (John Clifton)



SCENE AROUND GLENREAGH. One major step forward in the preservation scene will be the upcoming operations on the Glenreagh Mountain Railway, from Glenreagh to Ulong on the Dorrigo line, which is expected to commence within the next twelve months. A number of single-deck interurban trailers have been modified for this unique tourist run to be hauled by vintage Z19-class steam locos. ABOVE: TF6005 (or should that be HTF?) has received an unusual hostler's cab window in the former toilet end and the diaphragm connectors removed. BELOW: Freshly-cleaned trailers TF6020 & 6004 await the commencement of trials at the GMR compound near Glenreagh Showgrounds on 1 November 2002 (Greg Oates)





ABOVE: In the twilight years of their lengthy reign over the Blue Mountains, 4622, 4611 and a sister 46-class haul AS6 up Superfreighter at Katoomba on a misty 26 March 1994 (Stephen Miller) BELOW: 4615 makes light work of the Central West Express at Faulconbridge on an overcast 15 October 1977. The short consist on this occasion was RHG2401, RDH2235, BH2223, SFS2274 & LHO1615 (Stephen Halgren)



Growing Up with the 46's

Recollections from STEPHEN MILLER

Many people talk about their memories of their childhood and how that influenced their interests as adults. If one grew up around the race track, lived at Baulkham Hills and the family car was a Holden Commodore, then it is highly likely that that person would grow up as a "rev-head" and support the Parramatta Eels! Like many boys that developed an interest in trains, my father and grandfather both worked for the railways. I had the added advantage in that I lived close to the Main Western Line at Springwood. Therefore the chances that I would develop an interest in the 46's were pretty high.

My earliest memory of the locomotives was as an infant, seeing one or two 46's racing through Blacktown on a train of some description. I don't remember how many 46's there were, or what the load was, but the shape was unmistakable. It is etched in my memory like a favourite Christmas present. Just before my fourth birthday party, the family travelled to Belfield. Typically on a Sunday straight after church, my family and I would walk to Blacktown station to catch the train to Strathfield where my Great Aunty would pick us up to drive to her place at Belfield. This day was different as we had to get out of the train at Parramatta and catch a bus to Lidcombe. Driving along Parramatta Road at Granville, Dad pointed out the site of the serious train accident that everyone was talking about. Dad stayed down at Belfield until the trains got back to normal, as he did whenever there was a major train strike as Auntie Flo's house was closer to the city where he worked. It is because of this that I remember the events of Granville!



In a very grimy "cats' whiskers" Tuscan-red livery, 4632 poses on the turntable at Valley Heights Loco on 12 April 1987 (A.R. Astle)

I was eight years old when the family moved to Springwood. Our house was about 100 metres from the railway, with a good view of passing trains. I quickly realised that there were a lot of engines passing that were the same engines I used to see at Blacktown. Loco-hauled passenger trains were quite consistent. Before the coming of the 86's, it was rare to see loco-hauled passenger trains being hauled by anything but 46's, for rarely were they worked by 85's, and only once do I recall diesels working passenger trains over the Mountains.

A typical weekday would start with the up Western Mail, which stopped at Springwood in the up direction only at about 4am. At about 6.25am, my favourite commuter train, The Summit, made its presence. The Summit was usually a single 46-class (an 86-class in later days) on a HUB set that worked from Lithgow or Mount Victoria, depending on the timetable, which upon arrival in Sydney, formed the Newcastle Flyer. There was no evening Summit. The set returned as one of the late-evening down services from Central. As a child, I always wanted to travel on The Summit, but never got the opportunity.

On the first Christmas we had whilst living in Springwood, we travelled to Kendall on the North Coast Daylight, which had similar cars to The Summit, being a RUB set. However, I remember being disappointed as there was no 46-class at the helm. Following The Summit was The Fish, which again, according to the timetable, operated from Lithgow or Mount Victoria that The Summit was not starting from. For example, in the early 1980's, The Summit started at Lithgow and The Fish started at Mount Victoria. The Fish was always an 8-car V-set. During the early 1980's, The Chips was an 8-car U-set which started its journey from Springwood.

At 8am every morning, the up School Train passed with its load of veteran R-cars. As sure as eggs are eggs, you could guarantee that the down School Train was 1 minute late. I would leave to walk to school about 9am. Springwood Public was a great school for young rail enthusiasts, as one could view the passing of trains from the playground. There was a spot between the trees where you could also see the line-up of 46's in Valley Heights Loco.

At approximately 9.05am, the up Bathurst Day Train would pass. This train did not normally stop at Springwood, but one day when I was in year 5, this train

had additional cars added, and it made an additional stop to pick us up to go on an excursion. This was in the days when 86-class locomotives had assumed regular running on this train. The down Central West Express soon followed the Bathurst Passenger, travelling in the opposite direction. This, of course, was lost to XPT workings in 1982. Another interesting train in the early 1980's was the up Lithgow passenger at 9.16am. The train was an ordinary 8-car U-set with an IHO brake van attached.

At approximately 4.50pm, one train from Sydney arrived which was made up of MFS supplementary interurban cars. In the latter years, the motive power would have been either a 46 or an 86. Later in the evening, the up Central West Express would pass around 7.00 pm, followed by the Bathurst Passenger going by at 7.40pm and then the Western Mail at 11.10pm. There were other loco-hauled trains around at different times, again depending on the timetable. A good example of this was the Indian Pacific and The Alice passenger trains. Both these fine trains were hauled by double-Tuscan 46's. Occasionally other trains would appear, and would be made up of whatever cars were around. You can guarantee that I rigged my trips to travel behind the Tuscan racehorses of the Mountains!

The fastest trip ever achieved by a 46 on a loco-hauled train was in 1957, when 4618 hauling a four-car NCR set absolutely blistered the rails by taking 1 hour, 26 minutes to get from Sydney to Katoomba. That such an achievement was more than a match for the schedule of the Caves Express demonstrates the might and power of the 46's.

You can guarantee that I rigged my trips to travel behind the Tuscan racehorses of the mountains!

The 46's were the mainstay of freight traffic on the west before the coming of the 86's. With only the occasional diesel, the 85's also worked the freight over the mountains in the shadow of the 46's. Coal operated usually in rakes of 22 wagons. They usually operated from mines located at Hartley Vale, Clarence, Wallerawang and Baal Bone to Rozelle or Port Kembla. In the middle of winter, one could occasionally view the tops of coal trains covered in snow. I remember back to 1983 when, twice within a couple of months, a coal train derailed near the exit of the crossing loop at Springwood. It was not long after these events that the crossing loop was decommissioned.

For a young enthusiast, Valley Height Loco Depot was an interesting place. If you were lucky to gain permission to view the roundhouse, it was an opportunity not to be missed. Several 46's received major overhauls whilst on stay at Valley Heights. I remember being shown around by a railway employee and seeing 4609 fresh from overhaul in candy. Other units were in various states of repair. The 46's were moved across the turntable via a resident tractor. The 46-class units were not the only thing under repair, for Valley Heights was also the place of overhaul of several freight wagons.

As in the steam days, all heavy westbound trains were assisted from Valley Heights to Katoomba by 46's on hand at Valley Heights loco. It was commonplace to see double 85's on an interstate loading with an assistant 46-class at the lead. Equally as common was the sight of light 46's returning to loco. During my childhood, I saw plenty of special steam trains climb the Mountains with a 46 assisting, as was the case during the final years of steam working over the Mountains. It was commonplace for people to voice their complaints at "the diesel" on the front of the special (and I used to boldly correct such uneducated people by pointing out that the loco had pantographs!).

It is absolutely amazing that Valley Heights Loco lasted as long as it did, because anyone with a bit of common sense could work out that compared to a steam loco, an electric locomotive has hardly any maintenance at all, and to have a depot only 80 kilometres from either Enfield or Lithgow was amazing. The 46's streamlined the operations over the Mountains so well that they eventually led to the demise of Lithgow Depot as well. In early operations over the Mountains, the 46's cut one hour off passenger running times and two hours off freight. This in only a distance of 157 kilometres, bringing Sydney and Lithgow down to as little as three hours apart.

Today, Pacific National diesels work right from Dubbo to Sydney. This operation was possible with the electrics, as on the short north it was common to swap between diesels and electrics at Gosford. The changes just took a while longer to come. In the mid 1980's, brake vans were removed from freight trains, and in 1987, the last loco-hauled passenger trains operated on the west and Valley Heights finally closed. The "West" would never be the same again.

The 46's dominated the Blue Mountains line for 30 years, having replaced the 57 & 58 class steam locomotives in 1957 to take up their reign as the "Kings of the Mountain". By the late 1980's, the 86's bumped the 46's from western coal working. The 46's still worked freight traffic west until the mid 1990's when an 85 or an 86 was unavailable, but never in the quantities of the past. When they did work to Lithgow, it became harder as time went on to see them in the classic "Cats' Whiskers" colour scheme as they were rapidly being painted in the corporate colours of Candy or FreightRail Blue.

The 46's found a new home working to the newly-electrified destinations of Broadmeadow and Port Kembla. They were a sight to see on the northbound Superfreighters. Today the memory is still alive amongst Blue Mountains people that were around in this era, as they will always speak of fond memories of the compartment carriages and the loco-hauled express trains.

If I may be permitted to add my two bob's worth as to what colour scheme is best for 4615: There is only one colour other than Metro-Vick livery for a 46-class, and that is Tuscan red with the "cats' whiskers". However, to be different and to revive the early 1980's, may we consider the Flying Custard livery?



ABOVE: The 46's could be found on all manner of passenger trains over the years, from the prestigious Indian Pacific to the humble School Train. 4637 easily handles the up Bathurst/Orange passenger, consisting of two supplementary interurban cars, near Katoomba in 1981. BELOW: 4611 and a sister 46 haul an up coalie at Faulconbridge on 6 July 1990 (A.R. Astle)





ABOVE: 4605, one of the few remaining Tuscan 46's, and candy-stripe 4615 combine to haul a down wheat through Faulconbridge on 6 July 1990 (A.R. Astle) BELOW: Four years later, and the reign of the 46-class over the Blue Mountains would soon be coming to an end. Consecutive candy-stripe sisters 4610 & 4611 haul an up coalie through Faulconbridge during 1994 (Andrew Coble)



POST-WAR COLOUR SCHEMES

AN OVERVIEW OF THE COLOUR SCHEMES APPLIED TO THE SINGLE-DECK SUBURBAN ELECTRIC FLEET FROM 1945 TO 1992

ROY HOWARTH

This article covers the colour schemes applied to the single-deck suburban cars from the end of World War II up until the end of single-deck suburban operations in January 1992.

The pre-war livery applied from 1925 to the late 1930's is not included as conflicting information exists regarding the actual colours used and colour placement, and no colour photos exist for verification. Existing black & white photos can be deceiving as they give the impression of an all-over Indian red appearance. Special colour schemes, such as the Sesqui and Zoo Train liveries, are also not included here.



C7304 awaiting attention in Carriage Works yard during 1983. This is a typical example of the post-1976 Indian red livery, including Non Smoking signage and white 'L7' logos, which were painted out and the white logo replaced with the small candy (red & yellow) 'L7' logos during 1986. Note the silver roof has weathered to dark grey (Greg Oates)

The colour schemes are divided into the year the respective schemes were introduced, and cover exterior & interior liveries, application of car numbers, logos and other miscellaneous items. The start of 1982 was chosen for the tabulation of the remaining cars still in service in their respective liveries as it falls within the period between the end of the Elcar overhauls in 1978 and the start of the contract overhauls in 1983. Parcel Vans and double-deck cars are not included as they have already been covered in their respective series of articles in past editions of *UTW*.

POST-WAR LIVERY (1939 to 1957)

This replaced the original ornate lined livery, and the 1940 Tulloch cars were the first to be delivered new in this livery. It was made up of an Indian red body (although some colour photos of the 1950's indicate that Tuscan red was the actual shade used), buff lining above & below the windows and through the doors. Cars numbers were painted buff on the letterboard above the centre windows. No logos or any other lettering was applied. The Wooden trailers had the top line applied directly above the windows. Roofs were generally dark (grimy) grey, with some exceptions painted silver. Underframes and bogies were gloss black, but this quickly weathered to various dust and grimy shades of grey.

Interiors were painted chocolate brown enamel to window sill height, including door and ceiling trim; cream enamel to the ceiling line and the ceilings were gloss white. A fine black line divides the brown & cream. All interior doors were chocolate brown. Interior car numbers, which did not include the coding, were applied to the top left corner of the main & end saloon bulkheads. From the early 1950's, the buff lining was omitted from the exterior doors.

The decision to do away with the buff lining was purely cost-cutting, as it was claimed at the time that the buff lines added five pounds ($10) to the painting costs of each car. The last two cars to carry this livery were C3356 & D4056 (later renumbered D4674 in 1976). Both cars were repainted blue & white in 1972, in the case of 3356 when it was converted to four motors and renumbered C7356.

1958 TUSCAN RED (1958 to 1967)

This livery was introduced with the 1955-type Sputnik cars and consisted of a Tuscan red body, no lining of any description and the Coat of Arms logo applied as a transfer beneath the centre windows under the car number. Roofs were painted bright silver with a black line along the gutter rail at the base of the roof. Underframes were painted gloss black. The interior livery and application of the exterior car numbers were unchanged.

The Coat of Arms logo was never applied when the cars carried buff lining. The livery applied to the Heritage Single-Deck set F1 (C3102, D4052, T4527 & C7396) is an incorrect combination of three distinct liveries, especially as three of these cars carry two-tone green interiors.

During 1975, several Tulloch and Sputnik trailer cars in the 1958 livery received large stick-on posters for St George Building Society. There were two posters: a white poster "Join the great Society" and a red poster with "St George Building Society", both featuring the original St George "Happy Dragon". When they were removed in the late 1970's, they also took off the paint, leaving large black streaks below the windows. Cars known to have carried St George posters included T4549, 4572, 4634, 4781 & 4782.



Condemned trailers T4557 in the 1968 Tuscan livery (left) and T4467 in the 1958 livery (right) have faded to two distinct shades of Tuscan red. Both cars are laid up on Rotten Row at Elcar awaiting scrapping in October 1987 with Sputnik motor-car C3724, which was involved in a shunting mishap with C7436 at Punchbowl Car Sheds (Roy Howarth)

Cars that retained the 1958 Tuscan red livery at the start of 1982 included: C3113, 3119, 3124, 3134*, 3136, 3143 (later as N0143), 3149, 3166, 3178, 3200, 3215, 3219, 3226, 3228, 3232, 3249, 3251, 3270, 3283, 3291, 3295, 3305, 3307, 3320, 3321, 3322, 3323, 3330, 3334, 3341, 3343, 3350, 3352, 3353, 3377, 3381*, 3393, 3408, 3425, 3434*, 3446; T4318, 4329, 4356, 4375, 4398, 4399, 4408, 4418, 4457, 4486, 4489, 4580, 4581, 4646, 4666, 4668, 4766, 4768, 4770, 4771, 4778, 4782*, 4787, 4789; D4676.
*Cars underlined retained the windows in the sliding door recesses. C3249 was the last such car, and it was withdrawn from service in September 1983. * These cars had the Coat of Arms logo in a white oval (1968 livery, exterior repaint only).*

1968 TUSCAN RED (1968 to 1972)

The two major variations were the change to a two-tone green interior and the application of the Coat of Arms logo against a white oval instead of a Tuscan red background.

The two-tone green interior (introduced with the Tulloch double-deckers in 1964) replaced the original brown & cream livery. It consisted of dark pastel green from floor to window sill level; light pastel green to ceiling height and a pale green ceiling. Doors and door trim (but not ceiling trim) were also dark green. Application of the exterior and interior car numbers were unchanged until 1971, when the interior car numbers were moved from the main & end saloons to the vestibules. Roofs were again painted silver and underframes in gloss black.

Cars that retained the 1968 livery at the start of 1982 included: C3148, 3151, 3182, 3227, 3245, 3255, 3399, 3450, 7404, 7441, 7481, 7482; T4366, 4458, 4473, 4505, 4526, 4527, 4600, 4603, 4607, 4609, 4610, 4611, 4613, 4614, 4615, 4619, 4637 & 4751. It is worthy to note that many cars painted in the 1968 livery faded to a different shade of Tuscan than those cars painted in the 1958 livery.

1972 BLUE & WHITE

The "Shirley era" blue & white livery was applied to over 430 single & double deck suburban cars, along with PTC buses & ferries, between November 1972 and October 1976.

The 1972 version of this livery consisted of mandarin blue applied above and below the windows, the car ends and the roof gutter line. White car numbers were applied in the same position above the centre windows. White 'Non Smoking' signs were applied to each side of the sliding doors, initially on trailer cars only, then on all cars after smoking was totally banned in 1977. The two-arrow 'Sydney Transport' logo was applied beneath the centre windows.

The off-white stripe was painted through the windows, with the metal band along the top of the windows in white and the metal band beneath the windows in blue. The white stripe continued in a downward sweep to the gangway shields on each side of the end doors. These shields were also painted white. Cars painted at Carriage Works, Eveleigh received narrow number transfers instead of painted car numbers. Some cars repainted in this livery in early 1975 (prior to the introduction of the 'L7' logo) had the roof gutter rail painted black.

Cars that retained the 1972 'Sydney Transport' blue & white livery at the start of 1982 included: C3116, 3176, 3198, 3213, 3236, 7507; T4506, 4547; D4678.
T4506 & 4547 retained the brown & cream interiors.

1975 BLUE & WHITE

The only major variations were the application of the two-tone blue 'L7' logo in a white square (which replaced the Sydney Transport logo) and the painting of the roof gutter rail in black. In both cases, roofs continued to be painted silver and underframes and bogies in gloss black. Several blue & white cars were also fitted with Beclawat windows, and the August 1981 edition of Railway Digest has a full list of cars fitted with these windows at Elcar during the 1970's.

Cars that retained this version of the blue & white livery at the start of 1982 included: C3104, 3191, 3237, 3289, 3340*, 3740, 7398, 7401, 7477, 7510, 7522, 7524; T4323, 4353, 4387, 4468, 4755 & 4785.
** C3340 was the last blue & white Beclawat window car. T4353 received a white 'L7' logo circa. 1983 before it was overhauled at State Dockyard in 1984.*

1976 INDIAN RED

This livery was introduced in November 1976, and used the same Indian red as the loco-hauled country cars (Australian Standard 448). The first Indian red cars received the PTC two-tone blue 'L7' logo in a white square. These cars were C3432, 3704, 7511; T4388, 4391, 4396, 4465 & 4551.





LEFT: C3446, trailing set F36 at Epping in June 1979, is a typical example of the 1958 unlined Tuscan red livery. This was also one of the first uses of black target plates on suburban sets (Stephen Halgren) RIGHT: In 1980 and again in 1984, C3102 was repainted in the 1940 livery with buff lining as it was the oldest single-deck suburban car in revenue service. This car is shown with T4279 on an ARHS tour in March 1986 near Enfield South. Trackside photostops of this sort (long before safety vests came into use) are unheard of today! (Roy Howarth)

All other cars received the white 'L7' logo, Non Smoking signs and a silver roof (which often weathered to a grimy grey) and a black gutter rail. With the introduction of pictograms to the interiors in 1986, Non Smoking signs were either omitted or painted out from all red cars.

Cars repainted at Carriage Works during the late 1970's received narrow yellow number transfers, including C3150, 3256; T4382, 4442, 4567, 4585, 4599, 4606, 4649 & 4754. T4649 & 4442 retained these number transfers until they were withdrawn from service in January 1992. Between 1983 & 1985, several trailers received exterior repaints at Clyde Wagon Maintenance Centre (now MainTrain) and they also received narrow yellow numbers and white 'L7' logos. Cars repainted at Clyde included T4323, 4386, 4392, 4399, 4418, 4419, 4526, 4527, 4554, 4608 & 4785. Several cars painted Indian red with the white 'L7' logo at Elcar during the Selected Maintenance program in the early 1980's retained their brown & cream interiors, and these cars were C3102 (with buff lining and no logos), 3253, 3360, 3431, 7500; T4364, 4576, 4765, 4773, 4776 & 4790.

Several variations to the standard two-tone interior livery resulted with the commencement of the contract overhaul programme from 1983 to 1987, with the various places of overhaul applying their own individual style. Cars overhauled at Comeng received traditional style painted interior and exterior car numbers, whilst the first few cars overhauled at Goninans received narrow numbers identical to those applied to the K-set double-deck cars. Cars overhauled at Goninans had the Beclawat window surrounds painted light green. In all cases, the ceilings were painted in matt white or off-white. Some cars that received external & internal repaints at Elcar also received white ceilings, including C3163, 3478, 7509, T4399, 4553 & 4626.

In 1986, several Tuscan-red, blue & white and Indian red cars had their original logos painted out and a small SRA candy-stripe (red and orange) 'L7' logo substituted. Blue & white cars received a small blue patch over their respective logos, whilst all other cars received Indian red patches.

Around the same time, some Tuscan & Indian red cars had Indian red patches applied haphazardly to paint out graffiti attacks, with the cars looking quite shabby as a result.

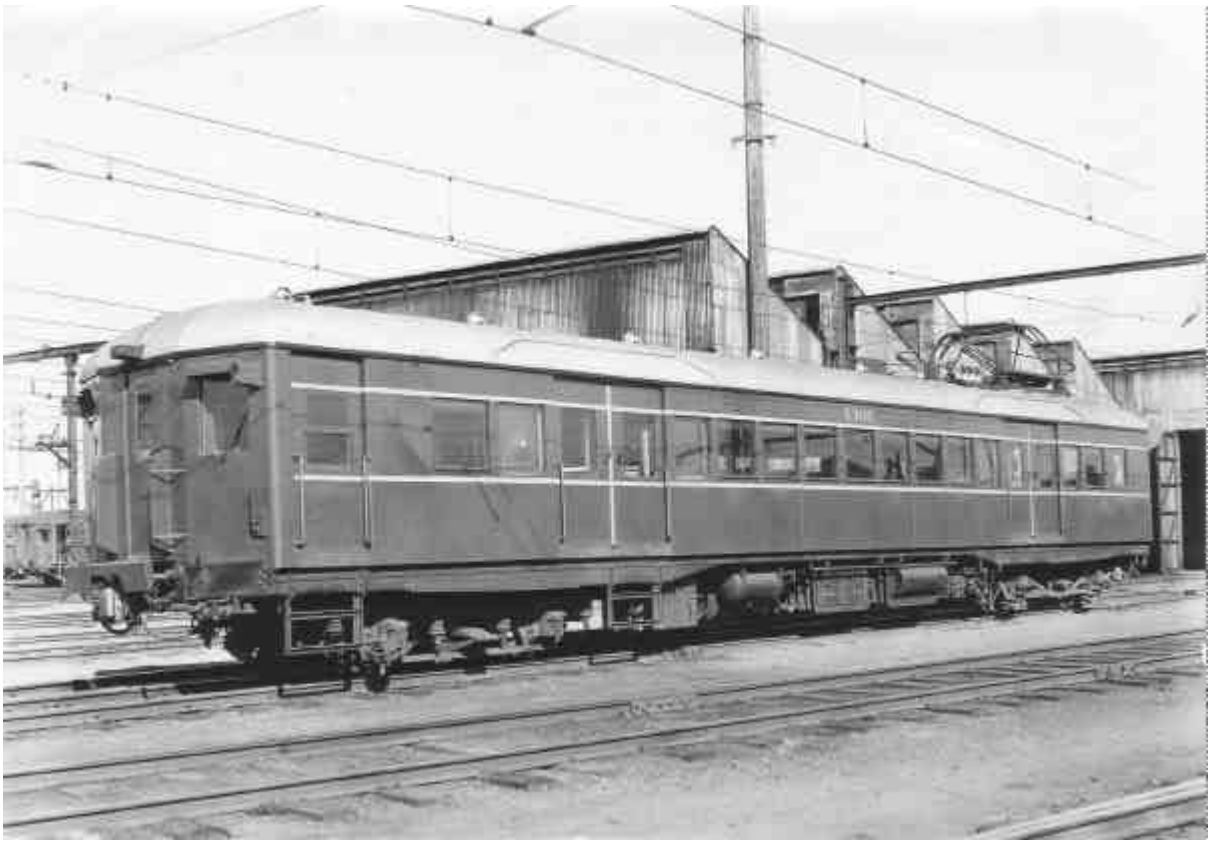
1987 INDIAN RED

This was the final version of the Indian red livery applied to the single-deck suburban cars up until their final withdrawal from service in January 1992. This livery was connected with a mass-repainting program for the 1988 Bicentenary, and spelt the end of the Tuscan red and blue & white colour schemes.

The major difference was the adoption of the large candy-stripe (red & orange) 'L7' logos with number transfers in Helvetica font, which replaced the traditional painted car numbers. In the majority of cases, the interiors were not repainted as the primary focus was on making the exteriors presentable. However, several motor-cars overhauled at Carriage Works, Eveleigh (the 'Redfern' overhauls) received new yellow fibreglass interiors, with the vestibules and driver's compartments retaining the two-tone green livery. For the record, the last single-deck car to carry Tuscan red (1968 livery) was C7384, whilst the last blue & white (1975 livery) cars were C3740, 7398 & T4468, all of which were repainted Indian red in 1987.

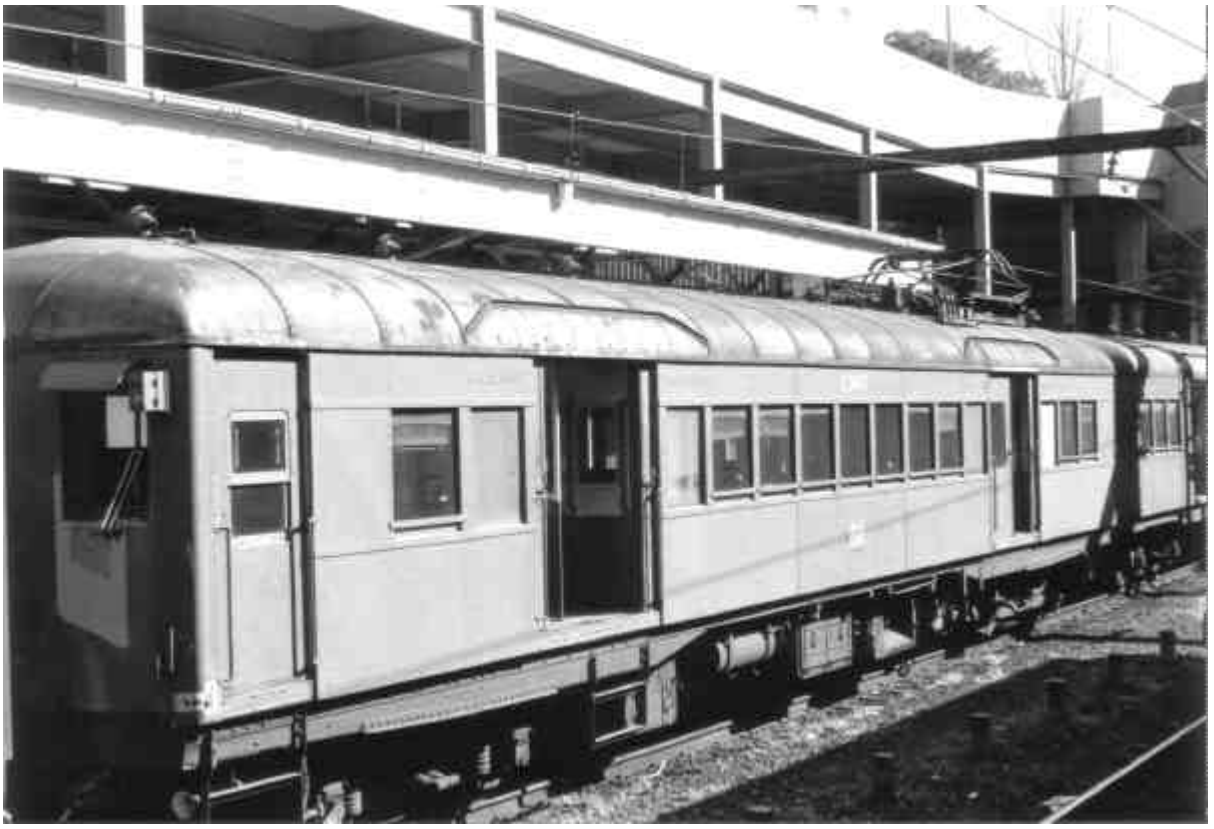
A few minor variations included the use of white car numbers and large white 'L7' logos, of which cars C3122, 3134, 3151, 3237, 3286 & T4395 were just a few examples of this trial. A few cars received yellow car numbers and 'L7' logos, such as C3104, 3153 & 3284 during their respective overhauls. The last variation was the application of the small CityRail blue & orange 'L7' logo to several cars. It should be noted, however, that with the frequent painting out of graffiti, variations became considerable.

(The author acknowledges the assistance of Stephen Halgren. First Stop Central and various back issues of Railway Digest, The Railway News and Transit Australia were also consulted. The remainder is from the author's notes and observations)



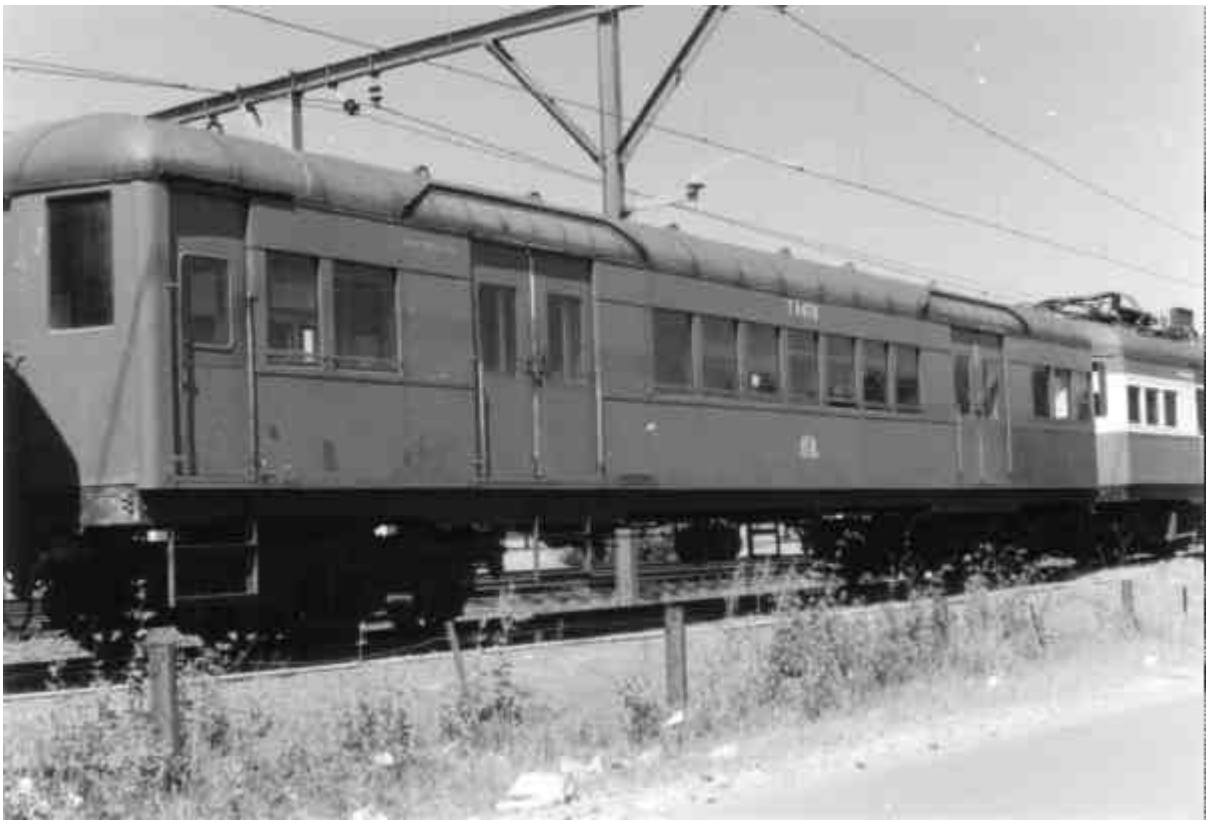
THE POST-WAR LIVERY. ABOVE: C3155 looking splendid in the post-war livery of Indian red with buff lining at Flemington Car Sheds during the 1950's. At the time, 3155 retained many of its original features, including the air whistle, door-recess windows and a plain bearing trailer bogie. Unfortunately, 3155 was later to be condemned on 14 July 1976 (SRA of NSW, Ian MacCowan collection) BELOW: C3135 and T4264 lead set H14 out of Campsie on a down Bankstown line service during the early 1950's. Note the application of the buff lining on the two Wooden trailers in the set (SRA of NSW)



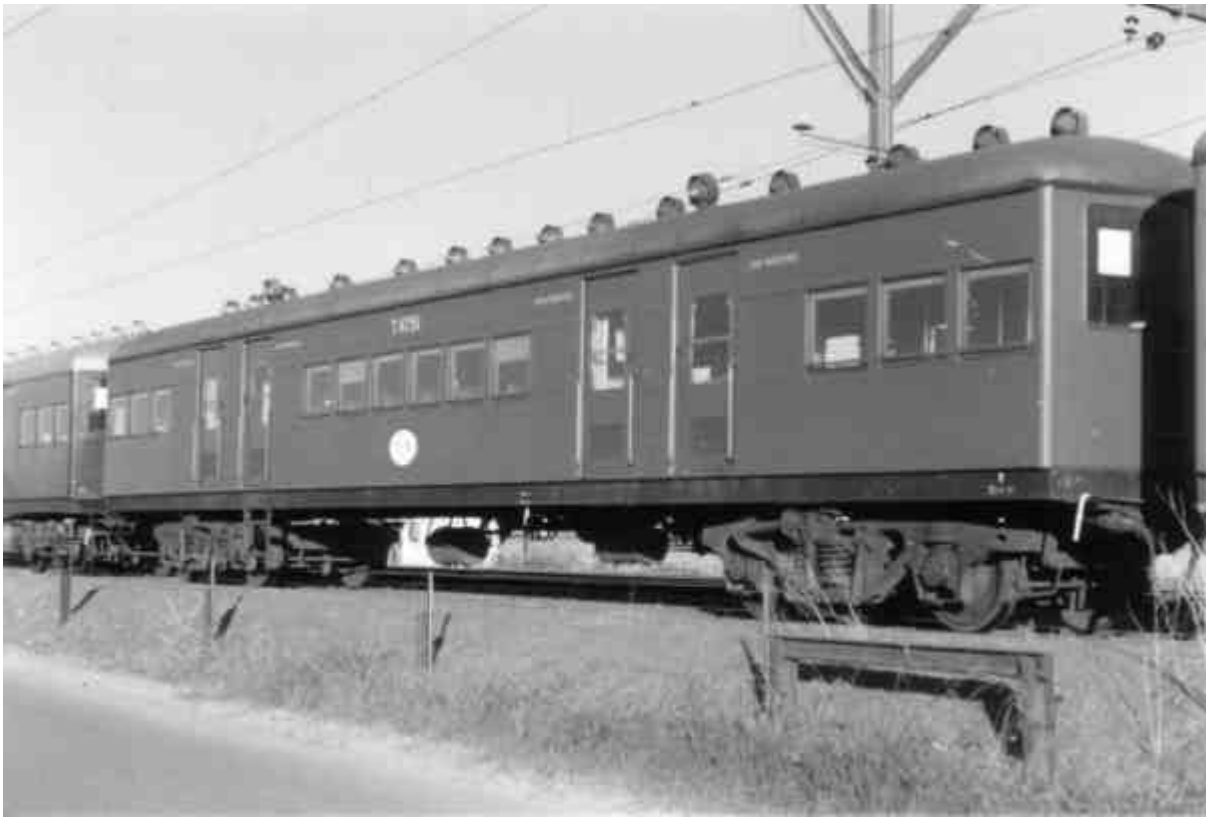


ABOVE: C3167 was one of the last five Standard motor-cars to retain the windows in the sliding door recesses at the end of 1980, and the first of these five to be withdrawn from service in 1981. It was also the last car to retain the transverse seats in the small end saloon behind the driver's cab. It was outshopped from its last (C) overhaul on 26 June 1959. C3167 is shown at North Sydney on 21 August 1979 (Stephen Halgren) BELOW: C3249 was the last car to retain the windows in the door recesses until its withdrawal from service in September 1983. This car is shown heading into Redfern past Carriage Works in 1982. Note the heavily-rusted roof and that most of the door-recess windows have been panelled up with masonite sheets (Greg Oates)





ABOVE: T4478 stabled south of Campbelltown on 5 March 1978. It carries the 1958 Tuscan red livery with the plain Coat of Arms logo. Note the modified guard's door. BELOW: T4751 at Campbelltown on 8 March 1981. It was one of the few Sputnik cars painted in the 1968 livery with the Coat of Arms in a white oval and a two-tone green interior from its last overhaul in June 1970. Behind T4751 is Indian-red Tulloch T4554 (Stephen Halgren)





ABOVE: The main saloon of C3280 in the brown & cream interior livery in 1975. The original panelling above the lift-up windows has been replaced with plain steel panelling painted cream. Note the black advertising frame above the bulkhead door and advertising on the bulkhead windows (John Horne) BELOW: The main saloon of C3213 on 31 January 1979. Its two-tone green interior features advertising typical of the era, including the large ad for United Permanent Building Society above the bulkhead door. The interior car number was applied to the top-left corner of the vestibules, which was common for internal repaints after 1971 (Stephen Halgren)





ABOVE: T4506 at Hornsby Car Sheds in 1979. This trailer was one a handful of cars painted in the 1972 (Sydney Transport logo) blue & white livery that retained the brown & cream interior. The small ads fixed to the end windows were a common feature also found on the Tulloch & Comeng double-deck cars until advertising was phased out in the mid-1980's (Stephen Halgren) BELOW: C3740 was the last Sputnik car to carry the blue & white livery. At the time this photo was taken of 3740 trailing a W-set at Redfern in 1986, its original two-tone blue 'L7' logo was painted out and replaced with an SRA candy-stripe logo (Greg Antipas)





ABOVE: C3447 trails set M6 into Warwick Farm Racecourse on the last day of operations on Saturday 18 August 1990. The application of the 1987 Indian red livery was the first (and last!) time the single-deckers would maintain a uniform appearance in many years. BELOW: The No.1 end saloon of Leeds Forge motor-car C3133 in 1990, showing the interior number painted in the vestibule area and the torn remains of an ad for Westaff Personnel above the bulkhead. Note also the wooden grab-rails (Greg Antipas)



AN INTERESTING PART OF LIFE

AN ENCORE OF PAST SUBURBAN ELECTRIC REMINISCES

STEPHEN HALGREN



In the capable hands of driver and fellow railfan Bob Gibson, C3407, T4648 and set B4 await departure from Lavender Bay on 21 August 1979. Less than a year later, 3407 would end its days stored for a lengthy period in the sidings around the Abattoirs before finally being scrapped (Stephen Halgren)

This collection of memoirs is a follow-on from earlier instalments published in the December 1992 and August 1993 editions of UTW...

After arrival of the 7.40am suburban from Epping at West Ryde, a train which had run express from Central terminated on the Down Main just north of West Ryde station. After the departure of the up suburban which I had just left and before the arrival of the Up stopping interurban, the terminating train would cross to the back platform (negotiating a single-slip in the Up Main in the process) for a 7.53am departure for the city. This back platform was then a connection off the goods yard, but is now the through Up Main.

On the morning of Thursday 6 August 1965, my mates and I for some reason decided not to get off the 7.40am suburban ex Epping at West Ryde to catch the interurban, and I recall noting the stationary terminating train on the adjacent Down Main awaiting our departure from West Ryde so it could cross behind us into the terminal platform. After our departure, the terminating train rolled through the single-slip, the lead car C3363 and the leading bogie of T4302 going on to the Up Main instead of the back platform road - the points moved under T4302 so the rear bogie took the correct path into the back road, and the car was then pushed screeching onto the platform where we would have been standing. The newspapers of course had a field day with “Screaming schoolgirls terrified by derailing train” and other such inane headlines.

On 8 December 1968, I caught the 9.20pm from Town Hall, riding in T4364 on set M20. At West Ryde, we were ushered off the train, which then shunted from the Down Main into the Terminal back platform. Ten minutes later, 4534 appeared light engine and disappeared towards Epping. At 10.20pm, another Down passenger arrived and I rode C3385, which was sporting the Indian red livery with buff lining of the 1940 colour scheme, and very much the worse for wear. After stops at Eastwood and Denistone plus various signal stops and trips, a wheelslipping C3385 finally stopped adjacent to the signal box at Epping. Locomotive 4470 on N13 *Glen Innes Mail* had failed on Eastwood Bank and 4534 had banked the train to Epping, reversed back towards Eastwood, then ran into the Terminal Road reversed out onto the Up Main, ran through

the station and by using the points which used to be at the Down end of Epping, finally coupled onto 4470 and off they went. Needless to say, a procession of trains followed C3385 and co. on the Down. As for C3385, it of course benefited by its later conversion to four-motored C7385.

When I started work in the city in February 1969, my means of return home to Epping was by Run 3, the 5.06pm S-set express to Hornsby via Strathfield. To ensure myself of a seat in the last car of this rocket of a service, I would travel to Milsons Point, often I am ashamed to say, sans ticket until the presence of Ticket Inspectors at Milsons Point, aware of such antics, saw honesty on my part prevail and railway revenue increase. Four or five of the nine S-sets in daily service all departed around the same time to west or north destinations. Invariably, Run 3 paralleled No.19 *Southern Highlands Express* for part of the trek to Strathfield. What a thrill to pace the C38 of this train! Those massive drivers and flashing rods spun in an indistinguishable blur; steam whispered from various pores, and the driver, master of this magnificent behemoth sitting nonchalantly, obviously enjoying the admiring glances of the passengers of Run 3, appearing human when, to my mind, only a demigod could control such a thing! Occasional glimpses of his fireman balanced between engine and tender swinging the black diamonds into a demanding firebox completed the scene. Increased speed by the 38-class from Long Cove Viaduct to surmount the grade to Ashfield, together with our mandatory slackening of speed for the points at Ashfield saw No.19 pull away and beat us to a stand at Strathfield. A last sight of the beast at rest just beyond platform 3, with the driver hanging purposefully from the cab, hand on the whistle awaiting the right of way, steam roaring heavenward from the safety valves completed another day's pleasure.



C3125 and set F30 await departure for the city from the terminating road at Epping during May 1978. At the time, it was possible to board trains from each side of the centre road until the remodelling of Epping in 1979, when this road became the bi-directional main (Stephen Halgren)

Between July and September 1969, some of the excitement was taken away when Count Diesel's invention regularly worked No.19, but having an appreciation for the good doctor's invention, the sight of 4003, 4401, 4422 or a 422-class added colour to an otherwise dull working day.

It was always exhilarating to experience the high speed run through Concord West in a Sputnik motor-car as we crashed through the diamond crossing, raced through the station with clouds of dust a constant legacy of our passing and then rocked and swayed violently through the two sets of points at the Rhodes end. Similar trackwork at Rhodes was treated the same way, although speed was reduced for the 30 mph limit over the old Parramatta River Bridge.

The weirdest experience on this run occurred on 3 July 1972, when errant schoolboys had relieved C3732 of every light globe. Into the blackened void of a winter's night was rushed the patrons of Run 3. It was a most peculiar sensation which heightened the aural sense to the road noise and high-pitched whine of the motors and gave the traveller an incredible sense of speed as we hurtled along. Two weeks later, Run 3 inherited an eight-car double-deck set, and I remember riding a very new C3813 on this service in set S13. A few days later, I rode C3815, also on S13, and marvelled at the driver's demonstration of the excellent acceleration and high speed of these cars, along with their comfortable riding qualities.

HIGHLIGHTS OF MY RECORDS FROM 1969

On 11 February, I travelled in one of only two remaining Wooden trailer cars, T4106 (the other was T4282) from Redfern to Epping, noting as we passed Carriage Works, Eveleigh, several cars off the *Southern Aurora*, which were survivors of the tragic collision the previous Friday at Violet Town.

On 4 May, the AETA ran a suburban tour using a six-car set F31, consisting entirely of Bradfield and Wooden cars. The tour commenced from Strathfield platform 1 and featured Bradfield car C3091, the car used to experiment with Victorian Railways electrical equipment during 1925. This car was at the Sydney end, with rebuilt Wooden driving-trailer D4009 at the other. This set conveyed us to Canterbury, then Elcar and on to Pippita where we transferred to Sputnik set S5 for a journey to Sandown. We then travelled to Emu Plains, St Marys and on to Dunheved.

On Saturday 29 August, I rode C3429 from Epping to Lindfield. Coming off the flyover at Strathfield, engine 3642 on No.23 Moss Vale passenger was leaving platform 6 (as this train always did on a Saturday), the poor now-preserved 36 sounded like a chronic asthmatic with wheezes issuing from points anonymous and rods clanking in a display of imminent demise. My return from Lindfield that night was in D4060 on two-car set F30. At Strathfield, there was a delay in platform 6 as loco 4891 reversed off the flyover to couple on to F30 in order to overcome a lack of electric propulsion north of Epping. Needless to say, progress from Strathfield was much slower behind the Alco than by normal means, but at least something different was added to the not inconsiderable list of locos behind which I travelled and have kept a record since 1961.

On Monday 8 September, Run 37, 7.52am from Epping ran into platform 1 at Strathfield (not literally!), with C3127 as

the rear car in which I rode. From Homebush came the sounds of struggling steam and through platform 2 non-stop came 3214 on No.300 up Richmond passenger, having difficulty keeping momentum up the grade through the station. As the belaboured exhaust floated back from Burwood Bank, another lusty chant announced the departure of No.27 *North Coast Daylight Express* to Grafton from platform 3 behind triple 44-class engines.

Rejoicing at the end of my last Tech exams on Monday 17 November ("I wouldn't do this to a dog" intoned one of my older Tech colleagues in a fit of anguish at the thought of our exams), I rode C3708 from Meadowbank to Epping. At Eastwood, we were routed into the Down Refuge to bypass No.17 Brisbane Express via Wallangarra, whose loco, 4607, had derailed its leading wheel as it ran through the points at Eastwood.

"Darting ahead folks" to 1972, I noted that on Friday 3 November that year, while standing on platform 3 at Wynyard at 1pm, an eight-car set ran in off the Shore and came to a stand. However, with brakes applied, the rear car, C3321 was shaking violently as its traction motors were still powering and the wheels revolving at high speed. To cure the ailment, the driver lowered the pantograph. The air was filled with the pungent smell of burning metal as the wheels had worn a furrow in the rail head. As the train finally departed, the trailing bogie of C3321 thumped over the depression and for the next few days, a very low speed restriction was placed on that location until that section of rail was replaced.

On Thursday 12 August 1976, I rode in the end saloon of T4595 with the characteristic "hard" ride over the N-type bogies. We came to a stand on Eastwood Bank soon after leaving Denistone at 5.50pm. Being an inquisitive so and so, I peered out the door and noticed a failed goods train metres ahead of our train. In a commendable performance, our young guard came through each car and advised every passenger of the problem, the length of the delay and informed those desirous that they could alight and walk the kilometre or so to Eastwood, emphasising not to alight from the Up side as trains were still running and actually passing us at speed. In spite of this warning, several people actually hopped off on the Up side. In the gathering gloom, we northbound trekkers were greeted by the sounds of angry bovine, thumping and mooing their impatience in the confines of their BCW stock wagons at having their progress interrupted.

We were not amused as we passed 4474, noting its "Bathurst" depot allocation plate on the side. I remarked to a fellow walker that it should have stayed in the Carillon City and not tried to spread its wings in other directions. Eventually, 4419 came through Eastwood, running wrong road, to the rescue.

Of interest was the Eastwood Station Master's explanation of the safeworking requirements to allow 4419 to travel in aid, including an earlier visit to 4474 by the fireman of 4419 from Epping by taxi to obtain a signed statement from the driver of 4474 that he would not, under any circumstances, move his charge whilst 4419 was en-route.



ABOVE: Blue & white C3852 leads set S11a into Carlton on a down off-peak Illawarra service during 1974. During the 1970's it was rare to see any suburban sets maintain a uniform appearance. (John Horne)



The mismatched sets of the PTC years certainly made colourful photographs! ABOVE: C3355 at the head of set M3 in the storage roads at East Hills, looking towards Panania, during 1975. Another single-deck set is stabled behind set M3. BELOW: Four-car set B13a crosses from the Illawarra Local to the Up Illawarra under the elaborate signal gantry between Rockdale and Banksia, on a city-bound service, during 1976 (John Horne)





ABOVE: C3851 leads an eight-car set, with the cars equally divided between Tuscan-red and blue & white, between Jannali and Sutherland on a down Illawarra service in 1974. At this stage the Tulloch trailers were less than ten years old. BELOW: C3452 & T4910 (in blue & white) at the head of set F27 stabled outside Punchbowl Car Sheds. Set F27 featured a solitary double-deck trailer for several years until 1980. C3452 received an Elcar overhaul and Beclawat windows shortly after this photo was taken on 6 March 1976 (Stephen Halgren)



Memories of the
UPFIELD LINE
A TRIP BACK IN TIME...

JILL ROBERTS

As a railfan, one of the many things I enjoy about a trip to Melbourne is a run or two on the Upfield Line. This line is like no other, anywhere to my knowledge. What makes it special is the semaphore signals and the many sets of wooden individually-operated gates at the numerous level crossings along the line.

I think that from a safety point of view, the hand-operated wooden gates appear to be much safer than the half boom gates, This is because they block the rail line and the signal nearest to it is set to Stop, thus blocking the trains' progress. Once the warning bells start and the gates are closed to traffic, the signal is set to all-clear and the train proceeds across the level crossing in safety. Apparently, the gates are linked to an underground cable or chain, which is operated by a lever in the cabin adjacent to the level crossing.



SCENE AROUND JEWELL. A three-car Comeng set in Met. colours departs from Jewell on a Flinders Street service across Brunswick Street level crossing on 4 January 1993. Until recently, this part of the system was run by M>Train (Roy Howarth)

The Upfield line has quite a history, and has been controversial for most of its life. Somerton was the original terminus past Upfield (which was originally North Campbellfield, commonly known to the locals as Upper Campbellfield) and was located a few kilometres north of Broadmeadows on the North-Eastern line to Albury. At one stage, it was considered as an alternative route for the standard gauge line to Sydney. The line opened as far as Coburg on 9 September 1884, and was extended to Somerton on 8 October 1889.

Several stations on the line have had name changes over the 110 years that this line has been operating. Apart from Upfield itself, Batman was Bell Park, Jewell was South Brunswick, Merlynston (between Batman & Fawkner) was North Coburg and Macaulay was Macaulay Road. North Brunswick became Anstey after Frank Anstey MP, who condemned the 1903 State Government's tyrannical treatment of railway employees, which caused the strike that closed the line beyond Coburg for the first time.

A new island platform at Gowrie opened on 17 May 1965, six years after electrification of the line beyond Fawkner. The up side of the island platform was only a terminating road. There were several small stopping places in between the regular stations between Fawkner and North Campbellfield (Upfield), which have since been permanently closed. The line itself has been closed in several sections on many occasions. The line from Upfield to Somerton has long been closed and there is little evidence of the location of Somerton station.

Between Batman and Upfield, the line has been closed and reopened a number of times. In 1903, the line beyond Coburg was closed, the reopened to Fawkner in 1926 for the "New Melbourne General Cemetery". For many years, Royal Park was a junction station for the short-lived Inner Circle line to Clifton Hill between 8 May 1888 and 5 September 1965, and little remains of the junction itself. Clifton Hill is the junction of the Epping and Hurstbridge lines. The line from Royal Park to Clifton Hill linked Nth Carlton, Nth Fitzroy (both closed 1948) and Rushall. Royal Park station has deteriorated over the years since the closure of the "Fitzroy Loop". Its signal box has been closed, and most patrons for the nearby Melbourne Zoo use the tram or private car. The signal box at Jewell has also closed as the semaphore signals are operated from Brunswick.

Until Fawkner, the stations are about half to three-quarters of a mile apart, which is about the same distance between Clyde to Granville or Harris Park to Parramatta in Sydney. After Fawkner, Gowrie is about a mile away, and two miles from Gowrie to Upfield. Somerton was located about two miles past Upfield.

A full history of the Upfield Line can be found in the book "Down The Line to Upfield; A history of the North Melbourne to Coburg to Somerton Railway, 110th Anniversary edition". This book is available from The Railfan Shop in Melbourne. Further information on the Upfield line can also be obtained from the Coburg Public Transport Group, 40 Murray Street, Coburg, 3058.



ABOVE: Three-car Comeng sets have been the staple of Upfield services for many years. One such set departs Jewell on a Flinders Street service, past one of the lattice post lower-quadrant semaphore signals that characterise the Upfield line, on 4 January 1993. BELOW: In this modern day & age, it was amazing to see level crossings still controlled by antiquated hand-operated wooden gates into the 1990's. Such was the case at Brunswick Street crossing near Jewell on the Upfield line, where the gateman closes the gates for another Met. service. The gateman's quarters are in the small wooden building on the right (Roy Howarth)



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BACK COVER: SKF roller bearings have been widely used on electric locomotives and rolling stock since the introduction of the 46-class electrics and the 1955-type Sputnik and U-boat cars in the mid-1950's, and SKF were keen to promote their relationship with the NSWGR. This period ad, from the October 1958 issue of Railway Transportation, features a brand new 4601 complete with brass side numbers and resplendent in the original Metro-Vick livery (Courtesy Glenn Ryan)

All UTW contributions should be sent to...

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SKF

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FOR RELIABILITY



Photograph by courtesy of New South Wales Government Railways Department.

40 of these Class 46 electric locomotives have been received by the New South Wales Government Railways Department. They were built by Metropolitan Vickers — Beyer Peacock, Limited, England. All are equipped throughout with **SKF** Spherical Roller Bearing Axleboxes.



SKF

SPHERICAL ROLLER BEARING AXLEBOXES

58-5

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LAUNCESTON : Electrical & Engineering Supplies Pty. Ltd., 9-13 George Street

HOBART : Electrical & Engineering Supplies Pty. Ltd., 31 Barrack Street.

BURNIE : Electrical & Engineering Supplies Pty. Ltd., 12 Cattley Street.