UNDER THE WIRES

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SYDNEY ELECTRIC TRAIN SOCIETY INCORPORATED



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E-TRAIN TO ESSENDON VIA LILYDALE. On Sunday 20 July 2003, Elecrail Victoria conducted another of their successful recreations of the famous E-Trains. This tour consisted of restored Dogbox motor-cars 107M & 137M plus two loco-hauled Steamrail cars. ABOVE: The Dogboxes run around their cars at Lilydale terminus prior to departure for Essendon via Flinders Street. BELOW: The tour pauses at Spencer Street in the late afternoon on the way to Essendon. Photos of this sort will not be possible in the next few years with the radical rebuilding of Spencer Street station, which is currently underway (Roy Howarth)



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SYDNEY ELECTRIC TRAIN SOCIETY INC.

JUNE 2003 VOLUME 13, NUMBER 3

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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.

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We wish to thank the following contributors:

Nicholas Baker, Daniel Demaagd, Dominik Giemza, Glynn Gill, John Lovegrove, Gareth Lumsden, Ian MacCowan, Michael McGinty, Greg Oates, Ivan Ploskonka, Barry Riley, Jill Roberts, Glenn Ryan and the SETS Committee

FRONT COVER: C3828 & T4114 lead set R34 on Run 146 Berowra to Blacktown, approaching Lindfield on Wednesday 5 January 1994. The end-communication door of 3828 is kept open to cool the driver's compartment. Note the former dead-end terminal road, which has since been altered (Glenn Ryan)



ABOVE: A Sector 3 set on a Liverpool via Granville service isn't something that happens every day. C3840, still sporting its CityRail blue stripe, leads set R31 at Lidcombe on 22 October 1999 (Jill Roberts) BELOW: Newly-converted trailer T4704 about to depart Flemington M.C. during July 2003. These converted trailers give the appearance of a condemned motor-car having been placed in a set by mistake! (Ivan Ploskonka)



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MEMBERSHIP

Membership for the 2003/04 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

Firstly on behalf of the Committee, I would like to apologise for the lateness of recent issues of *UTW*. The problems behind the completion of these editions were outlined in Roy's editorial in the April issue, and unfortunately, it meant that some of the news was rather stale by the time it was read in *UTW*.

Whilst I am on the topic of disappointments, I know that a number of people worked feverishly to recommission 8606 for our tour on 21 June, and they probably felt a sense of defeat that 4615 had to be substituted. However, they were by no means disgraced, and all involved should hold their heads high. It was probably a blessing that the 86 failed before the tour rather than on it. I know that steps are presently in place to resolve the faults, and once these repairs are complete, the loco will be better and stronger than ever. It was particularly gratifying to see a number of new faces being involved with the repairs and maintenance on 8606, and it is hoped that other people can become involved in some other Society activities in the near future. Thanks are also extended to Hornsby Maintenance Centre for housing our two electric locomotives.

As detailed in the last issue of *UTW*, I was involved in the disposal of Melbourne's Hitachi cars last year, and more of these cars will become available for disposal later in the year. Once the disposal process recommences, I will be extremely busy catching up with the backlog of cars and outstanding orders to fulfil. Some of the work will involve long distance disposals, which will mean I will not be able to devote as much time to Society activities as I presently do. Accordingly, any assistance with Society activities by other members will be greatly appreciated.

Finally, the long-awaited withdrawal of the Tulloch double-deck trailers has commenced, and a small number of Comeng double-deck motor-cars have been converted to trailers. I think this is happening too early as CityRail has still not properly recovered from the rolling stock shortage caused by the infamous withdrawal of the 128 cars overnight on 10 January 1992. Also, the teething problems with the Millennium Trains have not yet been sorted out. However, unlike certain sections of the media, I am not crucifying these trains. They are very comfortable, but like many new items today, there are still bugs to sort out. Accordingly, with the withdrawal of the Tulloch trailers, it will be up to the members to decide whether we save any, and then raise the money to purchase and store them securely.

MEMBERSHIP
GREG CLUETT

MEMBERSHIP

At the end of June 2003, we had 226 current financial members. On behalf of the Committee, I would like to extend a welcome to Anthony Barnett (256) of Merrylands. Anthony's membership and a late 2002/03 renewal account for the increase of two members since my last report in the April 2003 *UTW*.

At the end of June, 84 renewals and new members for the 2003/04 financial year had been received. If you haven't renewed as yet, please send your payment of $39 with your renewal form (which was sent with the May mailout) as soon as possible. If you have misplaced your renewal form, you can download one from our website *(www.sets.org.au)* or ring our Messagebank, and we'll send out a new one.

MERCHANDISE

Peter Ferguson's new video ***"U-Boat Euphoria"*** is proving to be popular. It features footage of single-deck interurbans on the Western, Illawarra and Northern lines as well as on suburban tours, plus scenes of the last regular service runs. If you wish to purchase one by mail order, please send us your payment of $41 (including postage & handling) with the order form (or a covering letter) to our postal address. Copies of the video can also be purchased at our monthly meetings for $35.

Our next coffee mug will feature 8606 in FreightCorp blue. Unfortunately, we were unable to have them ready in time for the AMRA exhibition, so another order of U-boat power-car mugs will be on sale at the Exhibition in its place. Also, two attractive new fridge magnets are now available. They feature 8619 in Bicentennial livery and tri-bo unit 8650 in SRA candy-stripe, both of which were taken in the late 1980's. They have been reproduced from Greg Oates' photos that appeared on the back cover of the October 2002 edition of *UTW*, and are priced at $4 each (plus $1 postage & handling is ordering by mail order).

PLEASE NOTE

Our meeting venue at The Rocks is unavailable at this time. The Committee will advise alternative meeting arrangements via our website & Infoline.

VIEWPOINT

ROY HOWARTH

Well, we are gradually catching up to our advertised deadlines with this issue out and the August *UTW* currently in preparation. Much water has passed under the proverbial bridge in the last six months, especially with the recent changes to the suburban fleet. However, much of what is reported in this issue is current as at the end of July, and further news on the Tulloch trailer withdrawals and the conversions of Comeng motor-cars to T4701-series trailers will gradually filter through over the next couple of issues.

On the subject of *UTW*, further to my column in the April issue, I am pleased to advise that John Lovegrove will be taking my place as editor from the February 2004 issue, and I extend my thanks to John on behalf of the Committee. Furthermore, whilst I advised that I would be finishing my term at the end of this year, I will definitely see out the remaining issues for 2003, and will provide whatever assistance is needed to facilitate a smooth transition to John as the incoming editor.

MILLENNIUM TRAIN WOES AND HOW THEY AFFECT THE BIG PICTURE

It's a pity that the Millennium Trains have received a great deal of bad publicity (and some uncomplimentary nicknames) in recent times, for many readers will agree that they are an excellent train in which to ride. Their bright interiors and colourful (and reversible!) seats, combined with their factory-fresh appearance certainly makes for a pleasant alternative to the drabness of the Tangara. It has reached the stage where any minor fault or breakdown, which would otherwise pass unnoticed if it were to afflict any other type of train, is newsworthy material suitable for prominence in the tabloids. Given that the print media have made a sport out of kicking the public transport system at every opportunity, it is easy for us as informed transport enthusiasts to take such negative publicity with a grain of salt. However, as misinformed commentators continue to present their inaccuracies to the uninformed public as gospel, the mindset away from public transport in favour of roads continues to grow. Whereas many major European and American cities are embracing innovative public transport solutions, such as light rail, to problems of urban congestion, Sydney continues to slide down the 1960's path of endless freeway and tollway expansion. So much for the oft-repeated mantra of world's best practice! Unfortunately, with the powers-that-be continuing to reap the benefits of public-private partnerships for tollway construction and painting the public transport system as a financial burden it could well do without, this trend shows no sign of abating in the foreseeable future.

While preservation groups like ours are in no position to present an alternative voice to the road lobby, it is no mean feat for we, as railfans and public transport advocates, to refrain from joining the droning chorus of transport woes whenever something goes wrong. Instead, it is up to us as individuals to express the advantages of innovative public transport solutions put things right. While everyone has their own gripe with CityRail, very few amongst the general public would have memories long enough to recall how rundown and decrepit the system was over three decades ago (and sure it was a railfan's delight, but pity the passengers who actually had to use the service!!).

One fact we have to face is that, whilst the changes made in in the name of modernisation have robbed the railways of much of its character, there is no going back if CityRail is to play a major part in the transport needs of Sydney in the years ahead. We all know that there is still a long way to go, but our railway system still has a great deal of potential. If only the powers-that-be would look past the balance sheet and more at community need.





LEFT: 4615 did a sterling job substituting for 8606 on what was to be the latter's debut tour on 14 June 2003. The tour train emerges from Stanwell Park tunnel on its way from Port Kembla to Olympic Park. An article with more photos of this tour will feature in the August UTW (Daniel Demaagd) RIGHT: Four workhorses from another age bask in the sun at Hornsby M.C. on Tuesday 22 April 2003. From left are "Bert" (ex C3399), "Ernie" (ex PV3552), 8606 and 4615. The two yellow shunters are currently stored out of use. This photo would certainly be much more colourful if all four units were carrying their respective liveries of twenty years ago! (Greg Oates)

Electric Epilogue

THE FINAL TRANSFER OF THE REDUNDANT 85 & 86-CLASS LOCOS FROM LITHGOW TO BROKEN HILL

DOMINIK GIEMZA

Since the demise of electric freight haulage on the New South Wales network in June 2002, the remnants of a once clean and efficient system have been dying a slow death. It started with the de-wiring of the Sandown Line, Clarence Colliery Loop and part of Rozelle yard, and now the axe has begun to fall on the locomotives themselves.

Around the time it was announced that Pacific National was selling its 60 remaining electric locomotives to Silverton during the first half of 2003, it was announced that the "home" of NSW electric traction, Lithgow LMC was also closing. This is the story of the first two post-sale moves initiated by the new owners, Silverton. The locomotives in these first moves were stored at Lithgow LMC.

On Saturday 7 June 2003, almost a year since the last electric loco-hauled coal train headed from Port Kembla Inner Harbour to Lithgow, the first movement of Lithgow's stored electrics to Broken Hill occurred. This movement, train number 7811, involved 20 stored electric locomotives and one diesel, and was not widely known in the railfan community. This movement departed Lithgow several hours late and consisted of 8164, 8143 & 8157 hauling (in order) 8617, 8023, 8610, 8633, 8618, 8640, 8605, 8611, 8509, 8502, 8601, 8638, 8619, 8608, 8506, 8624, 8643, 8630, 8631, 8650 & 8505. It was reported that this train passed train 8114 (hauled by a single 81-class) on the double-track between Orange East Fork and Millthorpe. At Parkes, it crossed train 8872 which was heading towards Manildra behind two 81-class.

> 7811 was chased by a dozen motorcaders, including some well known "gunzels"

On arrival at Parkes, 8023 was shunted off the train and moved to Parkes Loco. It was then replaced by 8049 in the same position (i.e.. the second dead-attached loco). In addition, a bogie open wagon was attached to 8505 at the rear. This train was later reported following SA8 Indian Pacific west of Parkes.

The second working of 7811 took place on Saturday 5 July 2003. This working was originally tabled to depart Lithgow at 5.30am. It only left approximately 15 minutes late. Roy Howarth and the author were on hand to witness its departure in the freezing pre-dawn darkness. This must have been one of the largest light-engine movements on the NSW network, involving 26 stored electric locos. The units had been assembled over the previous two days in a long line heading from Lithgow Loco. The consist on departure was 8149, 8141, 8146 and Silverton's 442s2 hauling 8510, 8622, 8504, 8603, 8629, 8634, 8645, 8642, 8635, 8637, 8615, 8604, 8625, 8644, 8609, 8614, 8621, 8639, 8626, 8641, 8612, 8647, 8607, 8613, 8628 & 8627. Of interest were the sparks flying out of 442s2 as the train accelerated out of Lithgow Loco and the even greater sparks emanating from an up intercity V-set departing Lithgow station for Sydney. Presumably, the latter was caused by ice on the catenary.

7811 was chased by at least a dozen motorcaders, including some very well-known "gunzels", a couple of whom had travelled all the way from Melbourne during the previous night to catch 7811 as well as ASR's SA3. This time, 7811 did not pass any trains until reaching Parkes, although it did stop at Molong and Manildra, when one of the 86's developed a "hot box". The train halted for at least half an hour at Manildra whilst the crew inspected the damage.

On arrival at Parkes station, all four leading locomotives were detached and refuelled at Parkes Loco. ASR shunters 42210 & 42219 were spotted shut down in the yard. Subsequently, only 8149 & 8141 returned and hauled 7811 out of Parkes towards Broken Hill at approximately 2.30pm. Interestingly, it was followed only 30 minutes later by CLP17 & CLP13 plus CLF6 & CLP12 (the last two dead-attached) on SA3 ex-Goobang Junction. This was surprising as SA3 would be expected to be a faster runner west of Parkes, but it was noted hauling 40 empty wheat wagons attached to the usual container loading, which may have slowed its maximum speed to the 80km/h allowed for 7811. On the way back, 8044, 8037, 8023, T408, T399, 48154, 8142, 4892, 48100 & 4894 were all noted stabled in Parkes Loco.

With the movement of all of the Lithgow engines complete, this only leaves the electrics at Delec, the old Binnaway line on the outskirts of Werris Creek and Werris Creek Loco itself yet to be moved. At last reports, there were plans to move the Delec locos first as the units at Werris Creek require considerable work to get them roadworthy. This includes the movement of over two kilometres worth of stored freight wagons in order to reach them.



ABOVE: The time is 5.30am in Lithgow Yard as 8149, 8141, 8146, 442s2 and 26 dead locomotives await departure with 7811 to Broken Hill on the morning of Saturday 5 July 2003. BELOW: In one of the largest light-engine movements to date, 8149, 8141, 8146, 442s2 and 26 dead-attached electric locos approach Parkes with train 7811 to Broken Hill later in the morning of the same day (Dominik Giemza)





ABOVE: On the way to Parkes, one of the 86-class units on 7811 developed a hot-box. The train is shown at Manildra where it stood for about a half-hour where it was inspected. BELOW: Upon arrival at Parkes, the four diesels have detached for refuelling. A decrepit 8510 is at the head of the dead lash-up stabled in Parkes Yard. ARG Shunters 42210 & 42219 look on at these unfamiliar visitors (Dominik Giemza)





ABOVE: A rather grimy 8627 trails the long lash-up as 7811 works uphill west of Molong. Other units shown in this scene are 8628/13/07/47 & 12 (Dominik Giemza) BELOW: With their days under the wires behind them and their futures uncertain, a number of electric locos from the first working of 7811 are stored in Broken Hill yard on 13 July 2003. Shown here are 8502, 8618 and four other units of both classes. There is no advice yet on what's to become of these redundant units, but it's a safe bet that they won't be back (Glynn Gill)



The TULLOCH TRAILER WITHDRAWALS

ROY HOWARTH & GREG OATES

With the continued delivery of the Millennium Trains, the decision was made to withdraw several Tulloch double-deck trailers from service. These cars are currently stored out of use pending stripping of reusable parts and disposal. A number of trailers stored at Maintrain are gradually being stripped to shells at the time of writing, with windows, doors and seating removed.

THE FIRST WITHDRAWALS

The withdrawal of the Tullochs allocated to Hornsby Maintenance Centre began on Thursday 22 May 2003 when set R33 arrived at Hornsby M.C. on Run 149 at 8.20am. Cars T4861 & 4863 were then removed from the set and placed in storage. T4861 was stripped of most of its windows and all of its seats the following day. On Friday 23 May 2003, set S83 arrived as part of Run 94 at 9.52am. T4888 was immediately removed from this set and stored. It joined T4863 at the rear of 11 Road.



A head-on view of withdrawn trailer T4880 at Flemington M.C. awaiting transfer to Maintrain and an uncertain fate (Ivan Ploskonka)

Friday 30 May 2003 saw the final departure of cars T4863, 4888 & 4861 to Maintrain for eventual disposal. Set K78 with C3524 leading, sandwiched the three Tulloch cars to set K74, with C3532 bringing up the rear. This consist departed Hornsby M.C. for Maintrain at 11.03am. Set K74 later returned to Hornsby at 12.42pm.

It was also announced that same day that all of the remaining Tullochs are to be withdrawn from service and sent to Maintrain for disposal. Unless positive action is taken, the future of unique cars like T4799 and Citydecker T4881 looks very bleak. The table on the opposite page has the withdrawal dates of the Tulloch cars as at 1 August 2003.

To determine the order in which these cars are to be withdrawn, CityRail has ranked the Tulloch trailer cars, with cars in the worst condition in group 1, to the best condition cars in group 3.

These cars are listed in condition order, not withdrawal date or numerical order:

Group 1 - all cars are out of service as at 27 July 2003: T4891, 4847, 4868, 4894, 4839, 4881, 4892, 4882, 4880, 4869, 4890, 4871, 4853, 4859, 4855.

Group 2 - the average condition cars: T4865, 4846, 4851, 4848, 4842, 4866, 4886, 4870, 4872, 4884, 4857, 4849, 4893, 4840, 4889, 4852, 4876, 4844, 4885, 4895, 4883, 4843, 4873, 4887.

Group 3 - the best condition cars: T4856, 4875, 4878, 4864, 4877, 4799, 4858, 4879, 4860, 4862, 4850, 4854, 4874.

The following trailers were intended to be removed from service at Flemington M.C. by early September 2003: T4866, 4886, 4857, 4849, 4852, 4844, 4843, 4864, 4877, 4879, 4862, 4850.

No tenders have been called for the disposal of the withdrawn Tulloch trailers as yet, but it is believed that tenders will soon be called for the disposal of the Tulloch double-deck trailers from the second Zoo Train (T4810, 4820, 4825 & 4828), stripped U-boat motor-cars CF5008, 5036 & 5037 and loco-hauled parcel vans KB2520 and LHY1615 (formerly with 3801 Limited) all of which are stored outside the former Carriage Works at Eveleigh.

This article is by no means up to date, as there will be further developments affecting the Tulloch fleet over the next 12 months. It was thought at one stage that the Tulloch withdrawals would be put on hold due to the ongoing problems with the Millennium sets. However, more recent withdrawals have found this not to be the case. A report on the most recent withdrawals since this article was written in early August will feature in the next issue. ***(The editor would like to thank Ivan Ploskonka & Michael McGinty for their assistance in compiling the above information)***

THE FIRST TULLOCH WITHDRAWALS

AS AT 1 AUGUST 2003

Car	Depot	From Set	Withdrawn
T4839	FMC	R 14	23/07/03
T4847	HMC	S 87	26/07/03
T4853	MMC	S 16	11/07/03
T4855	HMC	S 87	26/07/03
T4859	MMC	S 16	11/07/03
T4861	HMC	R 33	17/05/03
T4863	HMC	R 33	17/05/03
T4867	MMC	R 5	14/05/03
T4868	FMC	S 46	12/07/03
T4869	FMC	S 48	22/07/03
T4871	FMC	S 52	08/07/03
T4880	FMC	S 37	24/07/03
T4881	FMC	S 88	26/07/03
T4882	FMC	S 53	14/07/03
T4888	HMC	S 84	17/05/03
T4890	MMC	R 4	23/07/03
T4891	FMC	R 21	09/07/03
T4892	HMC	S 88	26/07/03
T4894	MMC	S 9	23/07/03

***Legend**: FMC = Flemington Maintenance Centre*
HMC = Hornsby Maintenance Centre
MMC = Mortdale Maintenance Centre
All of the above cars except 4890 & 4894 have been transferred to Maintrain for storage.

Compiled by Michael McGinty



ABOVE: A style of travel that can still be endured on the CityRail system, but for how much longer? The upper-deck of T4890 in 1994 prior to its RSA refurbishment, with the seat backs yet to be fixed (Roy Howarth)



ABOVE: Condemned manual-door trailer T4919 awaits the scrapper's attention outside the former Carriage Works, Eveleigh on 16 July 1993 (Greg Oates)





PAST TULLOCH WITHDRAWALS. LEFT: T4907 and condemned manual-door trailers T4915, 4913 & 4916 from the old M-sets await their fate at the rear of ACDEP on Sunday 4 April 1993 (Greg Oates) RIGHT: Is this what's to become of the withdrawn Tullochs? The contractor charged with disposing of the single-deck fleet at Carriage Works found it hard to sell the accompanying Tulloch double-deck trailers, so the majority of them were scrapped on the premises. C3718 & 3721 (on right) stand silently behind the remains of T4835, 4915 & 4909 on Tuesday 2 November 1993, All of the M-set manual-door trailers were scrapped except for T4916 (Glenn Ryan)

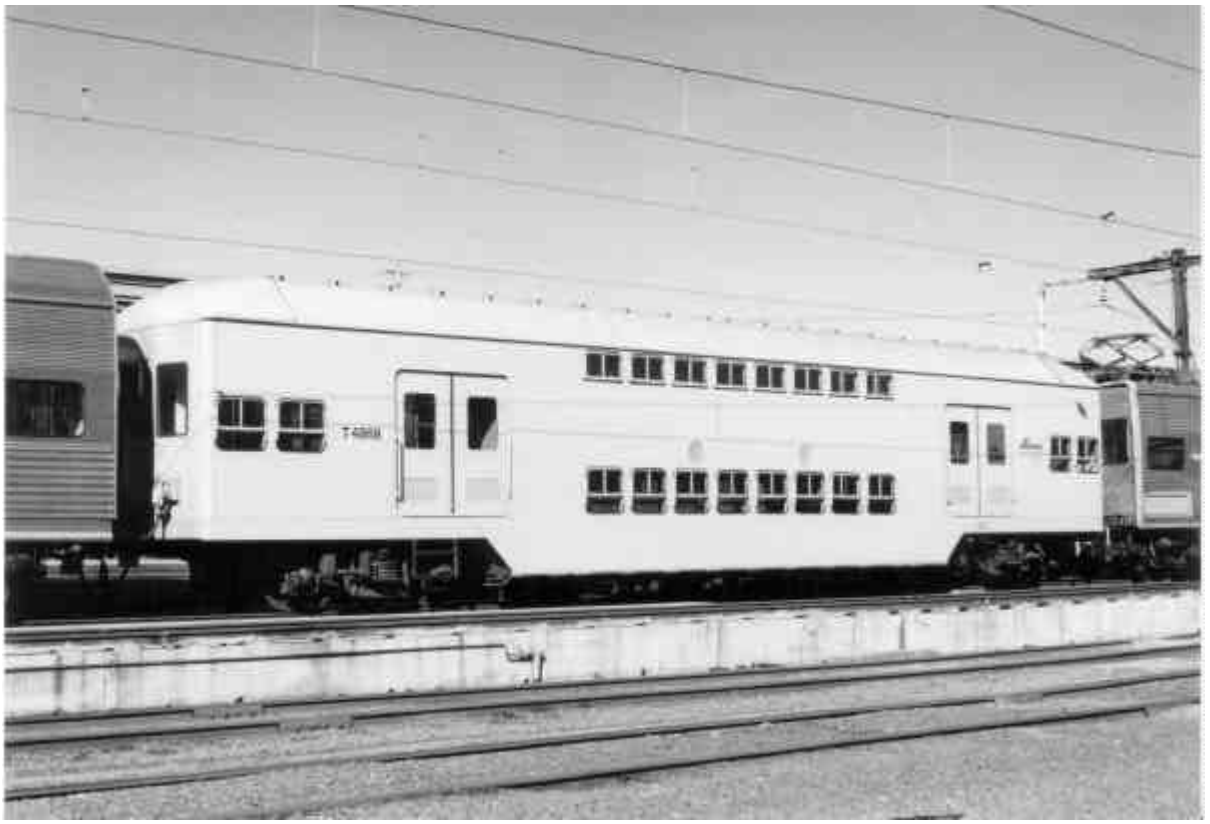


ABOVE: T4839 was originally used with the Sputnik motor-cars in the original S-sets, which later became the W-sets. In 1968 it was paired with Tulloch motor-car C3801 on prototype double-deck set S10, in which it was used until 1973. After a long period in storage, 4839 was pooled with the standard double-deck fleet in 1978. Now with its varied career behind it, T4839 is stored at the back of Flemington M.C. awaiting transfer to Maintrain for disposal during July 2003. BELOW: T4880 at the head of a rake of withdrawn Tulloch trailers at Flemington M.C. awaiting transfer to Maintrain during July 2003 (Ivan Ploskonka)





ABOVE: T4863 & 4868, two of the trailers in the first round of this year's Tulloch withdrawals, stand at Gordon platform 1 with C3815 awaiting departure for the city on 18 December 1994 (Roy Howarth) BELOW: Another trailer now withdrawn from service and awaiting disposal at Maintrain is T4868. In happier times, 4868 is looking resplendent in the sun as it sits out the June long weekend at Hornsby M.C., in the middle of set R34, on Saturday 12 June 1999 (Greg Oates)





ABOVE: Shortly after Maintrain was electrified to the main line at Auburn, a union ban saw the suspension of working electric trains to the site under their own power. On Thursday 1 September 1994, diesel loco 4834 was used to transfer cars between Maintrain and Flemington M.C., and likewise hauled T4881 through Auburn to Flemington. BELOW: Another view of Alco 4834 hauling Tulloch 4881 to Flemington after repairs, a few years before 4881 became famous as the sole Citydecker Tulloch trailer (Glenn Ryan)



THE COMENG TRAILER CONVERSIONS

ROY HOWARTH

In an endeavour to correct a surplus of motor-cars in the R & S-sets as a result of the withdrawal of several Tulloch trailers from service, a handful of Comeng double-deck motor-cars have been converted to non-control trailers. When the proposal was first raised, it was thought that only the Mark 1 Comeng cars (C3805 - 3857) would be converted, but as it turns out, a mixture of Mark 1 & 2 cars have been affected. Cars converted to date are: C3864 (T4701), 3846 (4702), 3907 (4703), 3886 (4704), 3834 (4705), 3844 (4706) & 3895 (4707). None of these cars were fitted with cab air-conditioning.

The conversions basically involve removal of the pantograph, driver's cab controls and guard's door controls; removal of the guard's sliding door in the bulkhead at the No.2 end, cutting out large section of this bulkhead (to "open up" this section of the car to standees?), and plating over the external guard's doors. Other auxiliary equipment in the guard's compartment, including the guard's seats, have also been removed or plated over. At this stage, the roof equipment, traction motors, marker lights and destination boxes have been untouched, but placed out of use. The retention of this equipment has resulted in some rather heavy trailer cars, hence the use of only one of these trailers per four car set.

These conversions recycled a long-dormant single-deck numbering range, with the first car to be converted, C3864, now in service as T4701, and the others gradually following suit. There is certainly plenty of leeway before T4799 is reached if the need to convert so many cars arose!





A few glimpses of the first of the converted cars. C3834 prior to renumbering to T4705 & C3886 as T4704 at Flemington M.C. One small section of the blue stripe on 3834 was removed to accommodate its new number (Ivan Ploskonka)

PAST CONVERSION OF MOTORS TO TRAILERS

This is the fourth time that motor-cars have been converted to non-control trailers. Three Sputnik motor-cars, C3737, 3738 & 3739 were converted to trailers N4679, 4680 & 4681 respectively in 1979. These conversions were done to provide spare parts for the remaining 1955-type W & U-set motor-cars. With the conversion of Leeds Forge motor-car C3143 to non-driving motor-car N0143 in 1985, they were recoded 'T' shortly prior to their withdrawal in 1986.

Three of the prototype Tulloch double-deck motor-cars were also converted to trailers: the basic conversion of C3801 to T4797, the aborted conversion of C3802 to T4798 and C3803 to T4799. In addition, the seven surviving 1970 type double-deck interurban motor-cars DCF8001 - 8003 and 8005 - 8008 were converted to trailers DMT9201 - 9207 inclusive during 1982 and are still in service today.





ABOVE: Another view of newly-converted T4705 at Flemington M.C. shortly after its renumbering. It is interesting to note that the destination box, headlight and marker lights have been retained. However, if it is decided to 'decab' these cars at Maintrain, in the same fashion as the former driving trailers, these fittings will be lost. BELOW: T4704 in brilliant sunshine prior to re-entering traffic in its new guise. The position of the blue guard's light is obvious. Whilst it is possible to revert these cars back to motor-cars if the need arose, one would suggest that this is the first step towards the eventual retirement of these particular cars, especially since most of them have reached their third decade in traffic (Ivan Ploskonka)





ABOVE: One of the Mark 1 Comeng cars under conversion to a trailer is C3833, which was also one of the first cars to receive the Citydecker treatment at Elcar during 1994. C3833 is shown at the head of set S11 on the Brake Road at Mortdale M.C. Features to note include the one-piece upper deck hopper windows and the small destination box, which retained the air-intake grill above it. BELOW: Another of the trailer conversions is C3886, which is at the head of set S28, in company with C3938 at the head of set S58, on roads 2 & 3 respectively at the Eveleigh Train Presentation Centre on Saturday 16 March 1996. Note that both cars had yet to receive the Citydecker treatment (Greg Oates)





ABOVE: C3977 & T4856 lead set R11 into Banksia on Run 110 Bondi Junction to Waterfall on Wednesday 5 January 1994. Note the upper-quadrant semaphore signal on the right. These signals were once a common feature of this part of the Illawarra Line, but have since succumbed to progress (Glenn Ryan) BELOW: Whilst running a Kiama to Dapto shuttle service, C3823 & D4007, as set L4, wait at Albion Park for the southbound Endeavour service to cross on 2 March 2003 (Jill Roberts)





ABOVE: C3847 is one of three freshly outshopped Citydecker cars at Hornsby on an exchange car movement on Sunday 1 October 1995. The consist was C3847, T4167, 4114, C3816, 3843, D4005, 4042 & C3805 (Glenn Ryan) BELOW: With its destination indicator showing "Train Under Test", C3764 leads eight-car sets S92/S90 into Rhodes on a down Hornsby service at 10.49am on Sunday 8 April 2001 (Barry Riley)





MORE CARS ON PROPERTIES. ABOVE: Continuing our pictorial series on electric cars in their new homes is this view of CF5014 at Aldaville Public School in West Kempsey on 30 March 2003. It appears to have been sold complete with bogies but no pantograph (John Horne) BELOW: A rather decrepit T4833 is stabled in the siding that leads into the Fire Museum opposite Penrith Station in 1996. Note that most of the windows have been boarded up. Compare this scene to the photos of the same car on page 74 (Roy Howarth)





ABOVE: C7517 is now an arts & crafts shop on the outskirts of Bega in the far south coast, where it was sighted on 30 September 2001. Note the offside window has been blanked out, whilst the 'C' on the driver's windscreen denotes that the car is clear of asbestos. BELOW: The main saloon of 7517 has been neatly decked out for its new use. The entire interior has been painted in off-white. The removal of part of the main saloon bulkhead was obviously deemed a necessity to make the interior more presentable for its new use (Nicholas Baker)







LEFT: A view of the pantograph end of C7517 at Bega on 30 September 2001. Note that two of the end windows have been blanked out and the panels painted indian red to match the rest of the car. RIGHT: Sputnik trailer T4767 rests quietly amongst the eucalypts at Hartley in the Blue Mountains. This car has been repainted into a light-brownish colour similar to tuscan, and now resembles the faded tuscan-red cars of old (John Horne)





LEFT: A number of Sputnik trailers have been converted to residences, of which T4764 is one. This car now resides at Rouse Hill in western Sydney. Note the large stove pipe fitted to the roof at the far end. RIGHT: The interior of 4764 has been repainted in a pastel pink and cream interior and now features all the comforts of home! (John Horne)





LEFT: T4833 ended up being one of a handful of former W-set double-deck trailers to be sold to new owners around the state. It now resides at Vickery's Winery at Bringelly, where it is shown, freshly painted in venetian red, on Sunday 5 November 2000. RIGHT: What better use to put a retired double-deck car than for a model railway layout! The upper deck of T4833 plays host to an interesting track plan that was under construction at the time. The upper deck saloon is painted an aqua blue colour, while the vestibules retain the two-tone green livery (Gareth Lumsden)

INSIDE BACK...

IN THE NEXT ISSUE:

** The Story of Power-Door Set F39*
** 8606 Celebration Tour (with 4615)*
** Cranebrook via Galston Live Steam*

BACK COVER: In an era where colour is shunned in favour of a utilitarian image, it is hard to believe that the Mark 1 Comeng double-deckers were once painted in the same colour schemes as the single-deckers. TOP: A freshly-painted C3836 at Elcar alongside an interurban trailer car prior to being outshopped in February 1979 (Ian MacCowan) BOTTOM: C3843 and T4855 trail a northbound eight-car S-set out of St Leonards on 19 January 1990. T4855, which has recently been withdrawn from service at Hornsby M.C., had just received a fresh grey repaint with candy-stripe 'L7' logos. Prior to that, it was one of the last R & S-set Tulloch trailers to carry the indian-red livery (Glenn Ryan)

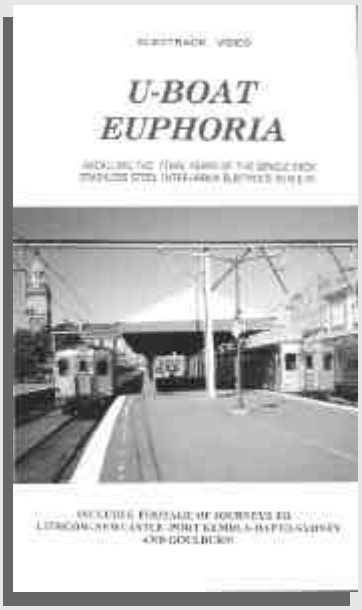


ANOTHER OPERABLE 8606. It didn't take long for 8606 to be immortalised in HO-scale form! This particular model was built and painted by John Lovegrove, and is currently sitting on the chassis of John's model of 8619 on his layout at Forster-Tuncurry on 11 March 2003. At least this particular 8606 won't be too hard to keep clean!! Note a pair of HO-scale 85-class electric locos lurking in the background (John Lovegrove)

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