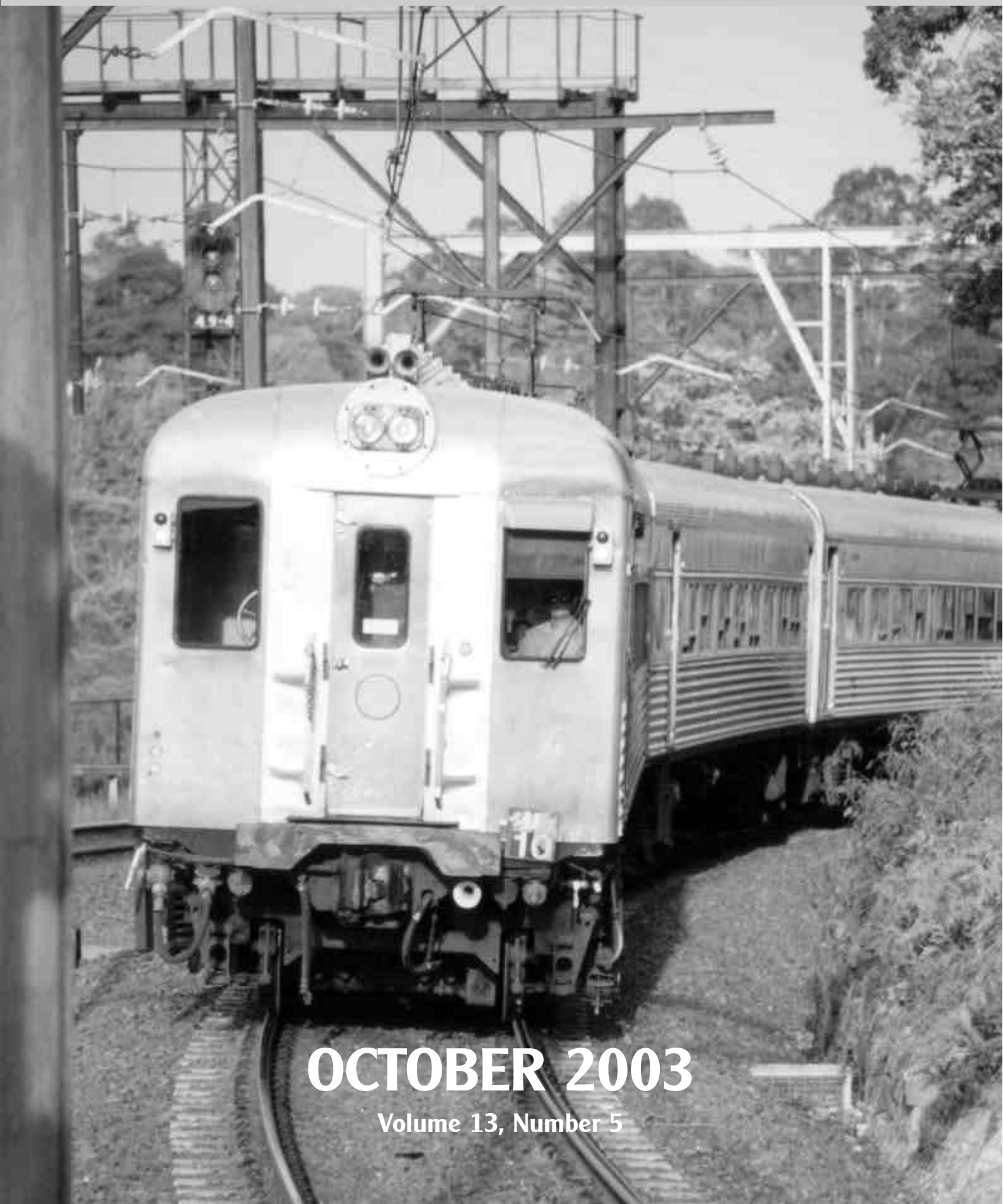
UNDER THE WIRES

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SYDNEY ELECTRIC TRAIN SOCIETY INCORPORATED



OCTOBER 2003

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SCENE AROUND BRISBANE. Two everyday scenes in Brisbane's extensive suburban electric network. ABOVE: EMU set 24 stands at Nambour, in Brisnane's northern suburbs, on an up service to Roma Street on 22 September 2003. BELOW: Neatly framed by an attractive wooden footbridge that is characteristic of many of Brisbane's suburban stations, EMU set 85 arrives at Dakabin, on the Caboolture line, on a service to Ipswich via Roma Street on 21 September 2003 (Paul Vonwiller)



UNDER THE WIRES

SYDNEY ELECTRIC TRAIN SOCIETY INC.

OCTOBER 2003 VOLUME 13, NUMBER 5

Editor: ROY L. 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.

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We wish to thank the following contributors:
Bruce Cook, Chris Downs, Stephen Halgren, Michael McGinty, Greg Oates, Jill Roberts, Glenn Ryan, Paul Vonwiller and the SETS Committee.

FRONT COVER: After cleaning the points at Valley Heights, set U10 (CF5004, ETB6023, TF 6010, CF5011) heads for Springwood on empty car movement W585 on the afternoon of Thursday 20 January 1994 (Glenn Ryan)



ABOVE: In a scene that is now unrecognisable, empty set V2 eases into Pippita past the condemned footbridge to form H570, the 3.58pm service to Sydney Terminal on Friday 16 September 1994 (Glenn Ryan) BELOW: C7507, one of the few Tulloch motor-cars to receive a Redfern overhaul, trails set M3 out of Central platform 20 for the City Circle via St James on 6 January 1992 (Roy Howarth)



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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

Much has happened in SETS in the last few months, but unfortunately this has been unable to be communicated. Firstly there were the delays in *UTW,* and we now have problems with our meeting venue as a result of some computer equipment being stolen from the venue when another organisation was holding a meeting there.

Fortunately a major effort has been made to have *UTW* back on track, and I would like to thank all the people involved with this, as most of the delays were caused by various computer problems. Not being a whiz with computers, I will not try and explain the problems further as I would be out of my depth. The problem with the meeting venue is currently being sorted out, and hopefully from early 2004 the meetings will resume on a regaular basis.

On a brighter note, the problems that caused 4615 to be substituted for 8606 on the latter's planned inaugural tour have been rectified, and 8606 performed faultlessly on the tour of Saturday 6 December. Everyone involved in the overhaul of 8606's motor-alternator set should also be thanked, and it was fantastic to see and hear 8606 purr along the Main North. It will be more appropriate to present a full report on this tour in an upcoming edition of *UTW*.

I am also pleased to report that John Lovegrove will be taking over as the new editor of *UTW* from the February 2004 issue, and I am confident that John will maintain the same high standard that Roy has set.

It is common knowledge that I am currently involved with the disposal process of the Hitachi cars in Melbourne. Initial indications are that the demand for these cars is far higher than initially expected, and I will be busy with a large amount of my time either in Melbourne or on the road. While it will be a juggling act to balance the Hitachi movements with the SETS President's role over the coming year, the Hitachi disposals are important for without this disposal process, every last Hitachi car would have gone to scrap. Also, SETS has benefited directly from the Hitachi disposals as we have retrieved several Metro-Vick pantographs for reuse on our single-deck interurban motor-cars. Using my mobile phone to keep up to date with what is going on will be a major help. However, assistance will be needed for certain tasks that need to be done whilst I am out of town to ensure that the show can continue whenever I need to be away. In respect of the above, I would like to take this opportunity to thank the committee members and other people (you know who you are) for all their hard work in making SETS the organisation it is today.

Remember what I said sometime ago in this column: the future of SETS is very bright, and the decision to acquire our own locomotives and rolling stock was probably one of the best decisions made in the history of this organisation.

Lastly, as this will be the last Committee Report for 2003, I would like to take this opportunity to wish everyone all the best for the festive season and the new year.

MEMBERSHIP

GREG CLUETT

MEMBERSHIP

Since my last report, four new members have joined SETS, and on behalf of the Committee, I would like to extend a welcome to: *Melville Dymond (457) of Earlwood; Ron Parker (458) of Caringbah; Anthony Williams (459) of Oyster Bay and Stephen Miller (460) of Kingswood.*

I would also like to welcome back Paul Turtle *(052)* and John Ward *(306)*, who have paid up to become current financial members once again.

We currently have 184 current financial members, with 51 members yet to pay their 2003/04 membership renewals of $39. It is not too late to send in your renewal form with payment if you are in that category. Please ring the Infoline (02 9526 1864) if you require a fresh renewal form.

AMRA EXHIBITION ROUND-UP

Several new lines of merchandise were ordered in time for the Liverpool Model Railway Exhibition. Over the three days at total of $1,770 of merchandise was sold. The best-seller was Peter Ferguson's new video *U-Boat Euphoria*, of which 11 copies sold raised $385. The runner-up was 5 copies of *Red Set Revels 2*, which raised $175. Third was the sale of back issues of *UTW*, which raised $155. Fourth, 11 U-Boat coffee mugs sold raised $154. Also, 72 photos were sold, which raised $144, and 4 copies of *Traction Action Revisited* raised $140.

Thanks to those members who assisted with setting up and staffing our stand over the weekend under trying circumstances, with only a half-sized stand this year. Thanks also to the Parkers for providing one of their buses to transport the stand from Cranebrook to Liverpool and return.

If you would like to order any new or existing merchandise, please send in the order form from The SETS Shop page on our website **www.sets.org.au**

or post us a letter listing what you want with your remittance. Please ring the Infoline if you are unsure of prices, availability or postage costs. Please note that the *Red Set Revels 2* and *Traction Action* videos are now out of stock. Don't forget our new colourful fridge magnets of 8619 (in Bicentennial livery) and 8650 (in candy-stripe) which are proving popular. They are available for $4 each plus postage

VIEWPOINT

ROY HOWARTH

At long last *UTW* is gradually catching up with the calendar, and I only have one issue to go before John Lovegrove takes over the reins in the new year. So for this issue, a brief missive on a few topics closer to home...

The AMRA Liverpool Exhibition has come and gone for another year, and some of us can now breathe easy, with the Christmas break just around the corner as I write this. However, things will continue to be busy over the next few months, as the stand itself is looking somewhat tired and battered after five years on the road. Some much-needed repair work will be done early next year, along with a new coat of paint (and possibly a new look!). This will ensure that the stand continues to show off the Society in a professional light, as well as providing a unique attraction to complement our photo displays and sales counter. A few people enquired as to the current whereabouts of the HO-scale model of Museum Station at the AMRA exhibition. I can assure everyone that this unique layout is alive and well and currently undergoing some tone-up work. This mainly involves scenic work on the top of the layout to replicate a "Hyde Park" setting to provide a contrast with the subterranean activity underneath. We intend to have the Museum Station module completed in the new year, at least as a static display in the short term. Whether it becomes an operational layout once again depends on time (as the other baseboards used previously need to be rebuilt and track relaid) and space, given the limitations imposed on the SETS Stand under exhibition conditions.



ABOVE: A blue-striped Comeng motor-car trails an eight-car S-set out of Carramar on a down Liverpool service on 15 September 1998. Thanks to those who responded to our request for photos of lines, such as Liverpool via Regents Park, that are rarely covered in UTW (Jill Roberts)

EXPENSIVE OVERHAULS CUT SHORT

When the mass-withdrawal of the single-deck suburbans took place in January 1992, it could not be denied that the majority of these veteran cars were well past their retirement age of 40 years, and overdue for replacement by trains (not necessarily the Tangara) that contained features expected by the commuters of the 1990's and the best that modern technology has to offer. It also had to be conceded that no other mass transit system in the world operates rolling stock dating back to the 1920's in regular service.

However, the major sticking point with the single-deck withdrawals, and one which wasn't expressed as loud enough as it should have been at the time, was the fact that several single-deck cars received expensive overhauls (in some cases, up to $200,000 per car) only a few years previously on the expectation that they would last a further ten years in traffic. That this was not to be is an indictment of the lengths that governments will go to implement ideas that are seen to be politically attractive. However, they conveniently ignore the resulting waste of resources once the overhauled cars are abruptly withdrawn from service long before they could provide sufficient return for the expense, materials and manpower expended to prolong their service lives. This is especially the case with the motor-cars overhauled at the Suburban Car Workshops at Redfern between 1986 and 1988. For the first time, a serious attempt was made to bring these cars into the 1980's, especially with their modernised interiors. The same could also be said of the manual-door Tulloch double-deckers T4834 to 4838 & 4896 to 4920, several of which received major overhauls during the 1980's. The mass scrapping of these trailers in the early 1990's is galling when one considers that several of them were in much better condition than several of the Tullochs currently in service.

A more logical course of action would have been to equip these Tulloch trailers, the remaining Sputnik trailers and the remaining contract and Redfern overhauled motor-cars with power-operated doors for continued service until such time as an all-double-deck fleet could be realistically achieved. This would have addressed the safety issues which made them the subject of so much vilification from the media and the State Government which led to the abrupt end of the single-deckers. It would have also continued the orderly process of attrition that had been the standard practice for fleet replacement in the past.

Unfortunately, it is always easy to think from the benefit of hindsight. However, it is certain that the CityRail network would not have encountered so much turmoil after the implementation of the January 1992 timetable if rational thinking had been the order of the day. Sadly, such logic doesn't hold sway when politics comes into play, and shows the extent to which political meddling all too often rides roughshod over commonsense.

Around The Tracks

MORE TULLOCH WITHDRAWALS

Since the June edition of *UTW*, four more Tulloch trailers have been withdrawn from service. The most significant of these is T4799 (ex-C3803), the last prototype double-deck motor-car in service. It was withdrawn from set S88 on 13 September 2003. T4870 was withdrawn from set R44 on the same day, both cars from Hornsby M.C.. Two further cars were withdrawn during August: T4866 from set R19 on 26 August and 4886 from set R21 on 19 August 2003.

On Monday 24 November, all of the withdrawn Tullochs stored at Hornsby M.C. (T4799, 4847, 4855, 4870, 4881, 4890, 4892 & 4894) were hauled to Maintrain by 3801 Limited's black GM loco 4918. T4890 & 4894 had previously been transferred from Mortdale M.C. Despite initial fears that they would be vandalised, these cars have not been touched since, while some of the early withdrawn cars, including T4853, 4859 & 4867, have been stripped to shells for spare parts for the remaining Tullochs. Tenders have been called, closing on 15 December, for the disposal of the above Tullochs from Maintrain, and the remaining cars as they are progressively withdrawn from service.

THE MILLENNIUM LATEST

After several months confined to Cumberland Line services until their faults were rectifed, the Millennium Trains are due to re-enter general service on 15 January. A number of crowded eight-car M-sets were sighted at Central on Sector 2 runs during weekday peak periods, which is an indication that confidence in the M-sets is gradually being restored.

The last set of the first order to arrive from EDI Cardiff, M40 (D1039, N1539, 1540, D1040) was noted under test at EDI Eveleigh during mid-November. The first set from the second order, M21 (D1043, N1543, 1544, D1044) was noted outside EDI Eveleigh in early December. The Eveleigh Train Presentation Centre has been taken over by EDI as the designated Maintenance Centre for the M-sets.

YELLOW-DOORS & BLUE STRIPES

The number of suburban & intercity cars emerging from Maintrain in the current CityRail corporate identity (black car numbers, 'blurred' CityRail logos, yellow doors and the single yellow stripe) is slowly increasing. Suburban cars noted with yellow doors (from all sectors) include C3003, 3062, 3078, 3540, 3543, 3562, 3577, 3602, 3608, 3840, 3851, 3856, 3890, 3892, 3901, 3924, 3928, T4021, 4027, 4072, 4118, 4159, 4206, 4209, 4268, 4274, 4702, 4703, 4858, 4874, 4922 & 4962. C3743, 3811 & 4931 also received yellow doors but retain the Citydecker blue stripe, which is not an aesthetically pleasing combination.

Several cars that received the Citydecker blue stripes are gradually losing them as they pass through Maintrain. In most cases, the imprint of the stripes can still be seen. However, several cars still retain the blue stripe and white car numbers (from all sectors) and they include C3002, 3016, 3020, 3029, 3042, 3044, 3742, 3745, 3760, 3836, 3884, 3942, 3956, 3973, 3977, T4014, 4033, 4043, 4077, 4105, 4114, 4126, 4128, 4137, 4138, 4155, 4705, 4923, 4926, 4932, 4938 & 4949.

In addition, several suburban Tangara sets have passed through Maintrain for internal repainting in pale blue and painting of yellow doors and trim, in the same fashion as set T74 (D6173, N5173, 5174, D6174) and D6135. On 16 December, cars D6133, N5133, 5134, D6134 were noted outshopped from Maintrain in the new look. Further sightings of other T-sets so treated will be welcome.





LEFT: One of the most recent, and unfortunate, Tulloch withdrawals is the unique T4799, which was withdrawn from service at Hornsby M.C. during September. This unique car is shown inside Hornsby Sheds, just out of its RSA overhaul, on 18 August 1999 (Greg Oates) RIGHT: The recent refurbishments at Maintrain have seen some cars lose the outdated CityRail blue stripe. Still sporting the blue stripes, C3522 trails set K78 on a down Hornsby via North Shore service on 23 September 2002 (Paul Vonwiller)



GONINAN QUALITY. ABOVE: It's hard to believe that only nine years separates these two contrasting examples of "Goninan Quality". D6191 of 1988 on set T7 (with an original "Sydney 2000" poster) sits alongside distant cousin C3007 of 1979 on set R8 at Hornsby M.C. in 1993 (Greg Oates) BELOW: With the recent application of yellow doors and front-end trim to the T-sets at Maintrain, photos of Tangaras in their as-built state may be hard to obtain in years to come. Set T95, with D6266 in charge, leads T72 on the climb towards Asquith past Hornsby Maintenance Centre on 16 October 1996 (Greg Oates)





ABOVE: C3550 & T4216 stabled at Hornsby M.C. during a power shutdown on Saturday 17 June 1999. C3550 bears no evidence of its tragic rear-end collision with a freight train at Cowan back in 1983, but is distinguishable by the unusual covers over its headlight lens, which is a by-product of its rebuild at Elcar with parts supplied by Goninans (Greg Oates) BELOW: Normally an after-school run, things are relatively quiet for set K2 (C3502 & D4097) as it departs Booragul on an up service on 3 October 2001 (Jill Roberts)





ABOVE: Recent frequent sightings of M-sets around the system seem to indicate that confidence in the Millenniums is gradually being restored, but only time will tell at this stage! D1002 leads four-car set M1 into Milsons Point on the 11.55am Berowra service on 31 July 2002 (Paul Vonwiller) BELOW: An interesting perspective of set T24 leading an 8-car Tangara into Penshurst on one of the dozen or so City Circle services from Mortdale on Tuesday 23 October 2001 (Chris Downs)



THE GORDON ACCIDENT OF 1935

STEPHEN HALGREN



SRA of NSW

On the morning of Friday 15 March 1935, an up eight-car suburban electric train departed Hornsby at 5.00am on a regular service to Wynyard, with Driver William Jewel and Guard Bromham, both of Hornsby Depot, in charge. Soon after departing Pymble at 5.10am, Driver Jewel was confronted by a signal displaying a caution aspect, and for which he reduced speed accordingly to 25 miles per hour.

Ahead, a regular goods train was shunting the Kuring-gai Council's depot siding, which was located 300 yards on the Gordon side of the Mona Vale Road overbridge. In accordance with the Metropolitan General Appendix, the brake van and three steel-bodied S-trucks were left on the up main line to ensure that the signalling system detected the presence of a train shunting the siding, access to which was via a trailing crossover. The locomotive, with Driver Lonsdale and Fireman Redding, and several four-wheel S & D trucks were busy undertaking shunting work in the depot precincts, supervised by Guard Howe and Shunter Lowe.

Unaware of the presence of the goods train and perhaps rightly expecting such a time-consuming train to be well clear of the beginning of the approaching peak period, Driver Jewel continued at his reduced speed. Maybe to him the logical explanation was a train departing the terminal road at Gordon in advance of his service. After crossing Mona Vale Road, there lay ahead the guard's van and attached vehicles. An emergency brake application was powerless to retard the 340 tonne mass of steel and timber cars. In the ensuing seconds, the guard's van ceased to exist as Walsh Island steel motor-car C3231, leading the train, demolished it, then rode up onto the van's underframe and came to rest straddling the goods wagons. Providentially, as mentioned earlier, the guard of the goods train was absent from his van supervising the shunt.

As will be gleaned from the accompanying photos, damage to C3231 was severe, with the car suffering a broken back and major body panel damage. The second car, timber bodied trailer T4251, had the Sydney end crushed. Miraculously, Driver Jewel and several passengers escaped serious injury.



ABOVE & PAGE 110: A badly-damaged C3231 comes to grief atop the steel S-wagons and their payloads whilst Railway Officials contemplate the massive clean-up operation. T4251 is on the right. Note the damaged overhead mast and the abundance of spoked wheels (SRA of NSW)

Since the introduction of electric train services in Sydney nine years earlier, passengers had often mused as to the consequences of a steel bodied vehicle such as C3231 coming into contact with the 1500-volt overhead wiring. Would the car become "live", instantly resulting in the demise of those unfortunates encapsulated therein? Such thoughts had been posed by the Sydney Morning Herald and other outlets of the media. However, the events of 15 March 1935 dispelled them, for as soon as C3231 came into contact with the overhead, within a millisecond the overhead current was automatically switched off at Gordon Substation. That accident hopefully dispelled such fears forever, for no-one did, or has since, suffered electrocution in such a rare circumstance.

The undamaged rear six cars and T4251 were retrieved and towed back to Hornsby for examination as recovery and restoration work proceeded to reinstate the busy North Shore Line to operation. To facilitate a projected same day 4pm reopening of the line, C3231 was pushed off the permanent way into an area beside the line to facilitate its later retrieval. Some days later, it was rerailed and forwarded to Elcar Workshops for assessment. Initial reaction was to condemn the car, such was the obvious damage. However, the Works Manager of the day intervened and requested six months to rebuild the car. Doubtless the thought of scrapping a nine year old valuable asset of the people of NSW, and thus reducing the fleet strength of motor-cars, was not appealing to the administration. Accordingly, the challenge was endorsed and reconstruction work proceeded. The experience to be gained by the workshop staff in undertaking such a complex, heavy repair was also a factor which prompted the decision to proceed with the repair of C3231. Similarly, the damage to T4251 was also repaired, this being undertaken at Carriage Works, Eveleigh, from which place it returned to service during August 1935.

In the end, the work on C3231 took seven months and it was returned to service during October 1935 at a cost of 6,000 pounds *(Reference to the ARHS Bulletin shows a photo of C3231 under repair, unfortunately referred to as now-preserved car C3237).*

Records also indicate that the leading trailer bogie under the driver's cab of C3231 was a G-type, number 1578. It was originally placed under the car on 28 September 1934, and between then and the accident on 15 March 1935, had completed 27,144 miles. Retrieved from the wreckage, and obviously adhering to the adage of "waste not, want not", it was miraculously repaired at Elcar and returned to service on 17 May 1935, being placed under C3384. Meticulous railway records also tell us the numbers of the two axles featured with the bogie at that time. Between 19 January and 27 February 1950, this bogie made a brief appearance under preserved car C3218.

No records have been found indicating the outcome of investigations into this accident, but it appears that a signalling fault must have contributed, which allowed Driver Jewel to proceed at caution into the section occupied by the shunting goods train.

Car C3231 entered service on 14 November 1926 as non-control car N3611. During 1928 it was fitted with driving controls and received the number by which we knew it. With the assistance of its involvement in the Gordon accident, the car received four major (F) overhauls during its lifetime (1935, 1943, 1953 and 1967), whereas most of its brethren received only three. It also received four minor (C) overhauls (1931, 1946, 1957 and 1974). It was from the last-mentioned "C" overhaul between 19 February and 28 March 1974 that the car received the blue & white colour scheme of the-then Public Transport Commission of NSW *(refer December 2002 UTW).* However, unlike the vast majority of such repaints, C3231 retained the original brown & cream interior instead of being repainted to two-tone green. This feature was also unique to motor-cars C3431 & 7500 and trailer cars such as T4350, 4403, 4449, 4506 and 4547.

C3231 was withdrawn from service at Flemington on 22 May 1980 from set F11, and was sent to Elcar the next day for Selective Maintenance (a letter-day euphemism for a "C" overhaul). However, the delivery of further double-deck cars was making the retention of single-deck cars superfluous, so it was sent to Simsmetal at Mascot for scrapping with T4534 on 14 June 1980 in blue & white, and condemned after delivery to Sims on 10 July 1980.

When first introduced, the strict maintenance regime adopted from the mid-1920's dictated that the cars should visit Elcar annually for examination, then in the fifth year, receive a "C" overhaul (usually two to four weeks duration,

culminating in an external repaint), then in the tenth year, receive a full overhaul (usually six to twelve weeks duration, during which it was stripped electrically and mechanically, culminating in a full interior and exterior repaint, which returned the car to service in virtually in as-new condition).

This rigid program seemed to fall apart during the mid-1960's when governments of the day seemed to hope, that by reducing maintenance, reliability and providing an inferior service (such as many seven-car train creating peak-hour overcrowding), people would abandon the system and take to the roads. It worked in the US post World War II when multinational motor, oil and tyre companies purchased several urban tram and rail systems, let them run down, and scrapped them, forcing people to purchase their respective products.

Fortunately, commonsense prevailed amongst Sydney commuters to the point that our wonderful system survived and will hopefully flourish. A good example of adherence to that rigid maintenance scheme can be found in the example of C3232, which received "F" overhauls in 1938, 1948 and 1958, and "C" overhauls in 1931, 1941, 1951 and 1961, i.e. spot-on every ten years. *(It should be mentioned that full overhauls of single-deck suburban cars ceased at the end of 1978, in anticipation of a total withdrawal of the single-deck fleet by the mid-1980's This forecast proved to be optimistic, and single-deck overhauls recommenced in 1983, as outlined elsewhere in this issue - Editor).*

The driver involved in the Gordon accident, William Jewel, was born on 19 October 1883 and joined the Locomotive Branch of the NSWGR as a cleaner at Goulburn on 25 October 1906 on a rate of 6/- (60 cents!) per day. By 18 April 1908, he had progressed to fireman, followed by promotion to driver on 1 January 1913, also at Goulburn. On 16 August 1916, he was "Granted leave to join Expeditionary Forces" for overseas service and subsequently served with the Australian Infantry Forces on the Western Front. Some 8,000 NSW railway personnel similarly enlisted for King and Country, and 1,000 now lie forever amongst the poppy fields of Flanders and other foreign lands. After discharge on 18 August 1919, William Jewel resumed duty as a driver at Goulburn on 24 August 1919 on a rate of 17/- ($1.70) per day. During July 1921, he transferred to Hornsby Depot, working suburban passenger trains entrusted to the S (later C30) class tank locomotives to Cowan, North Shore services to (Old) Milson's Point (now Lavender Bay) and Sydney Station via Strathfield.

At diverse times, he would perhaps have also undertaken banking duties between Hawkesbury River and Cowan on passenger and goods trains. At some stage after the coming of electric trains on the North Shore line on 15 August 1927, and on the main line to Strathfield on 21 January 1929, he transferred from Hornsby (Steam) to Hornsby (Electric). Hornsby, along with other depots such as Mortdale and Clyde had an allocation of "flexibility" drivers - men who could be called upon to transfer temporarily from electric to steam working. There is no evidence that Driver Jewel was such a man at Hornsby, but chances are that he was.

In connection with his involvement in the Gordon accident, William Jewel's history card makes no reference to any punishment being inflicted on him. therefore, as earlier surmised, circumstances beyond his control must have caused the accident. In other instances relating to a serious accident, the history cards of the men involved and subsequently found guilty reflect the displeasure of officialdom by recording such misdemeanours as well as the appropriate punishment. In the case of a driver, he could be regressed to fireman for a period of time, or otherwise fined monetarily.

William Jewel retired on 8 March 1944. In common with men who retired during the Second World War, William received a "War Service Leave" payment of six pounds, ten shillings and four pence in recognition of the enormous effort put in by railwaymen during that conflict, and for which, due public recognition is sadly lacking.



ABOVE: Just to show that the main casualty of the Gordon accident lived to see another day, C3231 trails T4316 and set B4 out of Rockdale platform 3 in May 1978. By this time, 3231 was one of a handful of cars to carry the mismatched combination of PTC blue & white exterior and brown & cream interior (Stephen Halgren)

THE REDFERN OVERHAULS

SINGLE-DECK SUBURBAN CARS OVERHAULED AT THE SUBURBAN CAR WORKSHOPS, REDFERN BETWEEN 1986 & 1988

ROY HOWARTH



SRA of NSW

With the ongoing delivery of new double-deck suburban cars from Comeng at Granville and Goninan at Broadmeadow and the accompanying phasing out of the single-deck suburban cars during the late 1970's, the Wran Government made a decision that full overhauls of single-deck suburban cars would cease. Accordingly, C3735 was to become the last such car to receive a full overhaul at Elcar Workshops when it was outshopped in December 1978. Since then, the single-deck fleet was subjected to a Selective Maintenance programme, which basically involved repair or replacement of components as required and an external indian red repaint.

With the steady deterioration of the condition of the single-deck suburban fleet, combined with the need to improve the reliability of these veteran cars until such time as they could be replaced by future orders of double-deck stock, it was decided to recommence full overhauls for these cars in 1983. However, in a break with tradition, these overhauls were undertaken by various private contractors as Elcar was tied up with overhauls of the early double-deck suburban cars, many of which had by then passed their first decade in traffic.

Accordingly, several single-deck motor-cars and a handful of trailer cars were sent to Comeng at Granville, Goninan and State Dockyard at Newcastle and Lansdowne Engineering at Taree (part of the Howard Smith group of companies which also owned Goninan) for the equivalent of "F" overhauls. As alluded to in past issues of *UTW*, these cars received a full repaint, and several cars recevied Beclawat windows, which saw 7000-series motor-cars fitted with Beclawat windows for the first time. In several of the later private contractor overhauls, the original lift-up windows were retained as a cost-cutting measure where they were found to be in a reasonable condition.

Whilst these overhauls achieved the desired effect of increasing the reliability and presentation of these veteran cars, their interiors were virtually restored to their original layout, to the stage where the original seating, incandescent lights, and in some cases, lift-up windows and shutters continued to be a feature of these cars. In short, the private contractor overhauls did not result in producing modern cars with internal features common to the double-deck fleet and expected by the commuters of the 1980's. Accordingly, a concerted effort was made to bring the interiors of future

single-deck overhauls into the 1980's. In a return to tradition, this latest round of single-deck overhauls were to be done in-house, this time at Carriage Works, Eveleigh. A section of the works was set aside for this function, which became the Suburban Car Workshops (SCW), Redfern. Hence, the cars that were overhauled at this site were unofficially referred to as the "Redfern" overhauls.

The first car to receive a Redfern overhaul was Leeds Forge motor-car C3122. This car entered Carriage Works on 17 July 1985 for Selective Maintenance and it was decided to utilise it as a pilot for the overhaul programme. As a result, 3122 received a total rebuild and returned to service on 1 November 1985 looking almost unrecognisable from the 1924-built veteran that had survived for six decades in near-original condition.

In addition to the installation of new Mitsubishi switchgear, externally 3122 received Beclawat windows, an Airmate pantograph, body rust cut out and repaired and an indian red repaint with white car numbers and L7 logos. But it was the interior that was subjected to the most alternations. New lino flooring was fitted, the original masonite ceilings were replaced with steel panelling with modern roof vent covers, fluorescent lights were installed throughout, floor to ceiling yellow formica fibreglass panelling adorned the sides and flush panelling was fitted to the No.1 (pantograph) end windows. In addition, the colour of the three sitting saloons was changed to yellow formica with a gloss white ceiling, whilst the vestibules and driver's compartment were two-tone green with a gloss white ceiling, complete with a thin black line separating the two shades of green. Seat frames were painted dark green, and the lime green seat covers, introduced in 1985, were fitted to several cars.



THE ZOO TRAIN. Two of the most unusual liveries to be carried by the Redfern overhauled cars were those carried by C3122 (Giraffe) and 3330 (Zebra) as part of the first Zoo Train, set H22, which was decorated at Punchbowl C/S and entered service on Monday 4 March 1991. ABOVE: C3330 stands at Hornsby shortly after the set was repainted (Andrew Haviland) ON PAGE 117: The workers charged with the overhaul of C3122 pose proudly in front of their handiwork, as the pilot of the Redfern overhaul programme is freshly outshopped and about to re-enter service on 30 October 1985 (SRA of NSW)

With very little variation, the above modifications were standard to the balance of the Standard and Tulloch motor-cars to pass through the Suburban Car Workshops. Unlike the private contractor overhauls, Beclawat windows were mandatory to all cars irrespective of the condition of the original lift-up windows. However, as a concession to the need for cost-cutting during the latter part of the overhaul programme, some of the cars overhauled during the first half of 1988 retained their original double-pan pantographs. Also, two of the five Tulloch motor cars, C7510 and 7526, retained their original masonite ceilings and associated trim, but still received fluorescent lighting in the same location as the incandescent shade lights.

It is most likely that cost was the main factor behind the decision to overhaul these cars 'in-house'. For example, it is known that the cost of overhauling C3134 at State Dockyard was around $200,000. The Redfern overhauls were also done in a mass production line which accelerated the overhaul process, unlike many of the contract overhauls, which were largely 'one-off' overhauls.

Two cars that were overhauled at SCW did not last very long in their overhauled state. C3239 was withdrawn from service 22 August 1988 from set B9 at Punchbowl, and condemned on 30 September 1988. It is not known why the car was withdrawn from service so early, but it was certainly no real value for the taxpayers' dollar! The second early casualty was C3270, which was withdrawn from service on 18 June 1989 from set H23 at Punchbowl C/S. It is believed that the car was "dropped" during overhaul, and became unbalanced, resulting in a distinct wobble in traffic. There is a reference to 3270 scraping the platform at Central, which would have hastened its demise. C3270 was subsequently condemned on 13 November 1989.

Three Standard motor-cars entered SCW for overhaul, but upon stripping, they were found to be in such poor body condition that they were condemned instead:
C3116 entered SCW during February 1987, where it was noted stripped to the shell in July & August 1987, when it was decided not to proceed with its overhaul.
C3253 entered SCW for overhaul on 5 November 198**7 & C3320** on 19 November 1987, where they were subsequently condemned due to being beyond economic repair.

The good body condition and lack of asbestos of the Redfern overhauled cars ensured that they would find new homes in various parts of the state, and they are today serving out their retirement in a variety of new roles. Two of the Redfern overhauled cars have been preserved in operable condition. C3426, which led the Official Train over the Sydney Harbour Bridge on 19 March 1932, has been retained by State Rail, and had seen use on a number of single-deck SETS Tours. It is stored at Carriage Works, Eveleigh with the rest of the retained single-deck fleet. C7510 was obtained by SETS in 1998, and is stored off-site where it will be a long-term restoration project.

(The author wishes to thank Stephen Halgren and John Horne for their assistance in the preparation of this article. Past issues of Railway Digest and Rail Australia were also consulted)

SINGLE-DECK CARS OVERHAULED AT SUBURBAN CAR WORKSHOPS, REDFERN

C A R	DATE IN	NOTES *(FIRST SIGHTINGS & PAINT DATES WHERE APPLICABLE)*
C 3122	17/07/85	Returned to Flemington C/S 31/10/85. Re-entered service on set B17, 01/11/85
C 3148	01/10/87	(F/P 01/88)
C 3151	02/05/86	Noted 02/01/87, B16 at Eastwood
C 3157	28/01/87	Noted 23/06/87, Eastwood. Arrived Hornsby C/S on exchange cars, 29/05/87
C 3169	12/08/86	Noted 26/02/87, Flemington C/S ex SCW (F/P02/87)
C 3183*	06/07/88	Noted 22/11/88, SCW ex overhaul (F/P 11/88)
C 3191	10/04/87	Noted
C 3196	25/05/87	Noted 25/08/87, Epping on set H1 ex overhaul
C 3198	08/12/86	Noted 25/06/87, Strathfld (F/P 05/87). Arrived Hornsby on exchange cars, 29/05/87
C 3200	03/06/86	Noted 15/06/87, West Ryde on set H11
C 3212	23/03/87	Ex overhaul 15/07/87. Noted 21/07/87 at Central on set B14
C 3216	12/06/87	Noted 07/07/87 at SCW (F/P 10/87)
C 3221	24/02/87	Noted 26/06/87, Flemington C/S shunting with two Parcel Vans.
C 3239	31/07/86	Noted 10/03/87 Strathfield on set B10 (F/P 01/87).
C 3245	05/11/86	(F/P 01/87) 28/05/87, Central & Wynyard
C 3250	14/04/88	(F/P 06/88)
C 3251	20/08/87	Noted 02/01/88 at SCW ex overhaul
C 3266	27/04/87	Noted 09/05/87 & 25/08/87 at SCW ex overhaul
C 3270	27/06/86	Noted 26/06/87 on set B2
C 3273	11/07/86	Noted 26/02/87 & 10/03/87 in Prince Alfred Sidings
C 3286G	26/06/86	Rode car Epping to Eastwood 05/02/87 (F/P11/86). Last Elcar overhaul in 1974.
C 3287	15/10/87	Noted 17/11/87. Last Elcar overhaul 1976
C 3289	06/05/87	Noted
C 3290	03/02/88	Noted SCW ex overhaul 16/05/88
C 3330	06/08/87	Noted 25/08/87 stripped at SCW. Noted ex overhaul 06/01/88.
C 3334	10/09/87	Noted
C 3386	19/02/87	Noted 23/06/87 at SCW ex overhaul. Noted on B18, 07/07/87
C 3391	04/12/86	Noted 10/03/87 at SCW under overhaul
C 3399	22/04/88	Converted to Hornsby C/S shunter 3650 in lieu. Condemned as 3399 on 18/05/88
C 3424	25/05/87	Noted
C 3426G	12/06/87	(Last Elcar overhaul 1975)
C 3431	28/03/88	Noted 28/09/88, Eastwood (F/P 09/88)
C 3432	02/09/86	Noted 30/06/87 at Strathfield Platform 7 on set B3
C 3437*	10/03/88	Noted
C 3446*	07/01/88	Noted 15/07/88, Ashfield up local
C 3447*	15/06/88	Noted 10/01/88, Eastwood on set M2
C 3460*	01/03/88	Noted
C 7335*	01/12/87	Noted at SCW ex overhaul 16/05/88
C 7339*	03/12/87	(F/P 03/88)
C 7388	30/06/87	Noted
C 7398	08/10/87	Noted
C 7410*	18/05/88	(F/P 08/88)
C 7441	13/07/87	Noted 02/08/87 at SCW, stripped
C 7451	02/09/87	Noted SCW 06/01/88 with C3330
C 7474*	15/12/87	(F/P 05/88)
C 7507*	05/01/88	Noted 10/08/88, Eastwood, run 126D
C 7508	28/07/87	Noted 01/08/87 SCW under overhaul
C 7510+	02/02/88	(F/P 08/88)
C 7526*+	18/04/88	Noted 30/09/88 SCW ex overhaul

KEY TO SYMBOLS:

** Indicates car retained original Metro Vickers type pantograph. All other cars fitted with Airmate cross-arm pantographs*

+ Indicates car retained original ceiling, but fitted with fluorescent lights.

G = Large guards compt from previous o/h

F/P = Full overhaul & repaint

SCW = Suburban Car Workshops, Redfern

Cars underlined carried the PTC blue & white livery prior to overhaul

Compiled by Stephen Halgren



ABOVE: To overcome a shortage of cars with guard's compartments following the scrapping of the Bradfield cars, C3426 was one of a handful of Standard cars to receive large ('ballroom') guard's compartment as part of its 1975 overhaul. Just over two years out of its Redfern overhaul, 3426 leads set H7 out of Meadowbank on a down Hornsby service in the late afternoon sun of 15 December 1989. BELOW: C3157 trails set M2, near Waverton, on the line to North Sydney Car Sidings at Lavender Bay, on Wednesday 2 January 1991 (Glenn Ryan)





ABOVE: C3431 leads set H4 on a down Hornsby service south of Epping on 10 May 1990. The other motor-cars in the set are C7494 (overhauled at Comengs), 3289 & 3290. C3431 had a brown & cream interior prior to its overhaul. BELOW: In the final months of the manual-door single-deckers, C7508 and set M4 play host to electric train 'gunzels' John Vierkant and Paul Paterson at Liverpool platform 3 on Wednesday 20 January 1993. A W-set on a down Campbelltown service stands at platform 2 on the right (Glenn Ryan)





ABOVE: C3198 was stabled in the sidings south of Hurstville on Saturday 12 January 1991 for the filming of a CityRail television commercial. BELOW: The upgraded interior of 3198, shown here on Friday 18 October 1991, with features common to the majority of the Redfern-overhauled cars. Such features include yellow formica livery in the sitting saloons, fluroescent lighting, fibreglass floor-to-ceiling panelling and metal ceiling panels with modern roof ventilator covers (Glenn Ryan)





Several of the Tulloch motor-cars overhauled at the Suburban Car Workshops, Redfern retained their original pantographs as a cost-cutting measure. ABOVE: A gleaming C7507 leads set Y1 (with T4381 & C7310) across Parramatta Road level crossing near Rosehill on Sunday 22 April 1990. BELOW: C7474 leads set Y2 past a rusty NRTY refrigerator van near the Arnotts factory at North Strathfield on Friday 26 April 1991 (Glenn Ryan)





These photos highlight the subtle contrast between the body styling of the Standard and Tulloch single-deck motor-cars. ABOVE: Not long out of overhaul, C3391 and set H1 have just terminated at Hornsby platform 2 during August 1987 (Roy Howarth) BELOW: C7508 stands at East Hills with an M-set awaiting departure for the city during 1992. One of the last manual-door single-deckers in service, 7508 was withdrawn from service later that year (Michael McGinty)







REDFERN OVERHAUL EPILOGUE. LEFT: C3116 was stripped to the shell when it was decided not to proceed with its overhaul as it was in poor condition, and it was condemned instead. C3116 sits next to C3191 (on the left) during 1987. Both cars have had their original logos painted out and small red & orange L7 logos substituted (Bruce Cook) RIGHT: C7451 was one of four 1937 Modified Standard cars overhauled at SCW Redfern. This car is laid-up opposite Regents Street Mortuary station following its withdrawal from service on Saturday 13 June 1992 (Roy Howarth)





LEFT: Even the first Zoo Train didn't escape the January 1992 axe, and C3330 "Zebra" languishes outside West Carriage Shed in Sydney Yard during August 1992. RIGHT: Two Redfern-overhauled cars, C3334 (left) and 3286 are stowed in the Parcels Dock at Sydney Terminal awaiting transfer to the former Carriage Works, Eveleigh for disposal during August 1992. C3334 has already had its Beclawat windows removed (Roy Howarth)





LEFT: The good body condition of the Redfern-overhauled cars ensured that those cars not preserved have found new homes. C3424 now lives on a property west of Wallerawang, where it has been converted into a residence (Roy Howarth) RIGHT: The interior of C7508, taken from the main saloon looking towards the pantograph end, in its new role as a classroom at Cambridge Gardens Public School during 2000. As part of its conversion, 7508 has been fitted with carpet and an air-conditioning unit, but otherwise retains its SRA interior livery (John Horne)



ABOVE: C3251 at Bonnyrigg Public School some time prior to its relocation to Kurrajong Heights with C3183 (John Horne) BELOW: Thankfully, C3426 has been preserved due to its lead role on the Official Train over the Sydney Harbour Bridge on 19 March 1932. C3426 has taken part in many SETS Tours as part of preserved set M1 since 1992. One such tour shows C3426, T4279, 4527 & C3102 at Ashfield, about to return to Central on the Northern Reds Tour of Saturday 10 August 1996 (Roy Howarth)



INSIDE BACK...

IN THE NEXT ISSUE:

** Post-War Colour Schemes*
** Growing Up with the 46's*
** Memories of the Upfield Line*

BACK COVER, TOP: In a rare weekend outing for an M-set, C3289 & T4482 lead set M2 near Casula on a down Campbelltown service on Sunday 22 April 1990 (Glenn Ryan) BOTTOM: About to pass the site of its last overhaul, C3169 leads set M4 out of Redfern on a western line peak-hour service during April 1991. This car was always distinguishable by its particularly bright, if flaking, silver roof (Roy Howarth)

READER'S REQUEST

WANTED: MISSING NSWR TIMETABLES!

CAN YOU PLEASE HELP? The photo below is of my collection of Sydney Suburban & Interurban public timetable booklets from 1960 to 1992, the last issued. This could not possibly be the full set, although I believe it is complete from the June 1979 issue onwards. I am trying to find all of the different cover designs/ pictures used during this period. This does not necessarily mean that all of the individual issues, because some were reprinted as 'REVISED' issues, using the same cover as what they superseded. I am sure someone can see where the gaps are, and help me to fill them. It has taken 18 years to collect what you see here. All were found in Melbourne, except for a couple purchased in Sydney when current. I haven't come across any more new timetable books for a few years, nor am I aware of the existance of any others. This leads me to think that what I haven't found so far may be difficult for anybody to find.

If you are able to assist me in this request, please feel free to contact me at **PO Box 1274, Box Hill, VIC 3128** or email me at **lab21640@hotmail.com**. I have a few spare timetables, or I am happy to purchase any timetables if this is preferred. ***ROD GREENWOOD***

JAN 1960	NOV 1960	APR 1962	NOV 1962	JUN 1964
OCT 1965	SEP 1969	NOV 1971	MAY 1973	SEP 1976
MAY 1978	JUN 1979	NOV 1980	JUL 1981	DEC 1981
APR 1982	NOV 1982	NOV 1983	JUN 1984	NOV 1984
JUL 1985	DEC 1985	MAY 1987	SEP 1988	MAR 1989
Rod Greenwood's NSW Railway Suburban & Interurban Public Timetable booklets, 1960 - 1992. ***Can you help fill the gaps?***				JAN 1992





