

# **UNDER THE WIRES**

**SYDNEY ELECTRIC TRAIN SOCIETY INCORPORATED**

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***Millennium Train Enters Service  
U-boat Variations & Disposals  
Campbelltown via Camden***



**AUGUST 2002**

**Volume 12, Number 4**



*ABOVE: The last single-deck intercity service from the short north goes out with a bang as it runs over a detonator whilst passing Hornsby Maintenance Centre for the last time on Friday 1 November 1996 (Greg Oates) BELOW: A few days later, everyone on the Society's U-boat farewell tour of Sunday 3 November 1996 was all smiles as they relished their last opportunity to ride these stainless-steel veterans in revenue service. Photographers head towards the photoline at Tempe on the return run from Macarthur (Roy Howarth)*



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**AUGUST 2002 VOLUME 12, NUMBER 4**

**Editor: ROY L. HOWARTH**

**Editorial Team:  
JOHN CLIFTON, 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. Any 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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Kim Andronicus, Nicholas Baker, John Clifton, Andrew Cobte, David Daw, Chris Downs, Scott Ferris, DominA Gierriza, Ian MacCowan, Jacob Macklin, Greg Oates, Barry Riley, Jill Roberts, John Smith, Andrew Taylor, John Vierkant, Paul Vonwiller and the SETS Committee

**FRONT COVER:** This issue we celebrate the launch and entry to service of the Millennium Train, and the start of a new era on the Sydney suburban network. With orange-vested officials on hand, D1002 awaits departure from Campbelltown for the City Circle on Wednesday 5 July 2002 (Ian MacCowan)



*On Sunday 22 July 2002, the Richmond line celebrated the completion of the Blacktown to Quakers Hill duplication project. Set T76 is about to break through the banner at the new-look Marayong station as locals and SRA officials look on (John Smith)*

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## **SETS COMMITTEE 2001/02**

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## **MEMBERSHIP**

### **SETS INFOLINE**

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**24 HOURS, 7 DAYS**

# ***CommitteeSpeak***

## **PRESIDENT** **JOHN HORNE**

Obviously the big item of news at the moment is the demise of the 86-class electric locomotives. I had originally intended to incorporate my comments on this event as part of my President's report, but as I was thinking about what to say, I realised that it was going to be too long for the CommitteeSpeak section, and I will put my two bob's worth in the next issue of UTW. All I'll say at this stage is that it is a tremendous waste of resources to see what has happened to these locos, but governments are renowned for wasting money, and this wastage of money will continue in all aspects of government (and private enterprise as well).

By the time you read this, the 86-class Farewell Tour will be a memory. On behalf of the Committee, I would like to thank everyone for their patronage and I hope that you had an enjoyable day. I know that the fares might have seemed high, but the costs associated with this tour were massive. These costs included the cost of recommissioning the locomotive used on the tour, especially given that it was over two months since 8646 was last used. The "user pays" principle is alive and kicking, and it is something we must all be conscious of in the future.

As for the future of the 86-class locos, there is the usual "rumour mill" floating around at the moment, but on all counts their future does not look bright. As far as the preservation of any 85 or 86-class locomotive is concerned, it is all dependent on three factors:

- The scrap price of the locomotives,
- Members' donations or other means of funding (such as a syndicate of members) to purchase any unit/s, as the Society does not have the resources to purchase any units, and
- Suitable accommodation being found (including transport and ongoing storage costs, where applicable).

Another problem to contend with is that if any unit was to be acquired, a sufficient amount of spare parts would have to be obtained from other units, in a similar manner to the 46-class parts acquired for 4615. This alone will require considerable effort, given the size of the major components, such as compressors, motor-generators and traction motors, which are considerably larger than those on the single-deck cars. The issue of housing any such spare parts would also have to be addressed.

While the Society welcomes people's enthusiasm in wanting to see an 85 or an 86-class loco preserved, the size of the components in these units means that anyone who's serious about taking on this task will need to think BIG, and to carefully consider all the issues involved.

## **MEMBERSHIP** **GREG CLUETT**

At this stage in the 2002/03 financial year, we have 186 current financial members, with 40 members yet to renew. Those members who have not yet renewed will not receive this or future editions of UTW until they send in their renewals.

On behalf of the Committee, I would like to extend a welcome to the following four new members who have joined the Society since 30 June: Jason Lovegrove (439) of Cambridge Gardens, NSW; Hugh Bartlett (440) of Armidale West; Robert Nagle (441) of Woy Woy and Colin McDonald (442) of St Ives. We would also like to welcome back Daniel Dernaagd (229) of Tarrawanna, NSW who has rejoined as a current financial member.

On behalf of the Committee, I would like to thank those members who included a donation when they renewed their membership. Whilst we realise that some members are unable to make a donation, for those who can, your generosity is very much appreciated.

## **VIEWPOINT** **ROY HOWARTH**

### **AT LAST, THE MILLENNIUMS ARE HERE!**

After endless months of trials, the Millennium Trains have finally entered revenue service, and they certainly look impressive. Unlike the Tangara, it actually looks like the artist's impressions & mock-ups, and initial opinions to date have been positive. However, once successive M-sets endure the rigours of daily use, it will be interesting to gauge opinion on the Millenniums over the next twelve months and beyond. Promotion of the Millennium train has made much capital of the improvements over the Tangara, almost to the point of apologising for the Tangara's shortcomings. It certainly gives the lie to assertions by the-then Transport Minister, Mr Baird, of the Tangara being a "first-class train" and a "world-class train for a world-class system"!

One aspect of the contrast between the Millenniums and the previous three generations of double-deck suburban is that the K-sets and Chopper cars didn't get a look in, and they've been classed in the same league as the early Tulloch and Comeng cars. Given that the C & K-sets were an

advancement over the early cars, is it right to class them all as second generation? I would be interested to hear any reader's views on this matter.

### WHERE ARE THE U-BOATS NOW?

This issue is also a follow-on from the U-boat Farewell special edition of December 1996. Whilst it wasn't intended to coincide with any particular anniversary, August 2002 is close to the 45th anniversary of the opening of the Lithgow electrification on 22 June 1957, which was the first use of the U-boat trailers (albeit hauled by a 46-class loco). Furthermore, it will soon be 44 years since the inaugural run of 'The Fish' by a single-deck interurban set on 15 September 1958. In any case, now is as good a time as any to address the question as to the ultimate fate of the surviving single-deck interurban (or intercity) cars.

One interesting aspect of the disposal of the U-boats is that it was handled quite differently to the disposal of their suburban counterparts a decade ago. The preserved cars were obtained through the ARPG ballot, whilst the remainder were obtained through the November 1998 auction and subsequent reselling (and it must be noted that there's been quite a trade in these cars since then!). It's almost fair to say that, if this method of disposal was in place in 1992, a lot more single-deck suburban cars would have been saved for preservation, or at least saved from the hands of the scrappers! One positive aspect of the disposal of the U-boats is that only one such car was scrapped, and that was after a fire, and those cars not in the hands of preservation groups (like SETS) have found new homes.

While this closes the chapter on the U-boats in government ownership, the U-boat story is far from over, especially as far as the Society's U-boats are concerned, with the likelihood of some of our U-boat cars ready to take up running

hopefully during 2003. A few trailer-cars at Richmond Vale Railway were also in use before they were affected by the public liability crisis. On that note, let's hope RVR recover from this unfortunate impost.

### UTW CONTRIBUTIONS

Many thanks to those members who responded to my request for photos of "non-hack-spot" locations in the February 2001 issue. The best of these are being published as space permits. I now have sufficient double-deck suburban photos to last several issues, so I ask that no more of these photos be sent in unless I advise of a specific topic. However, there are two exceptions: one is the Millennium Train, of which photos of M-sets under test or in revenue service are welcome. Also, I don't have any photos of S & K-sets coupled, despite their frequent occurrence on sector 3, so photos of these coupled sets will also be welcome. Items planned for upcoming issues include interstate and overseas news, especially a look at the electric scene in Brisbane, which has never been covered in *UTW*.

### THIRTY YEARS SINCE THE PTC

The December 2002 issue will commemorate the 30th anniversary of the formation of the Public Transport Commission of NSW and the start of the blue & white era. Accordingly, I'd like to hear from any readers with suitable photos or slides from the "Shirley era". I'd also like to hear from anyone wishing to write of their recollections of the PTC years, particularly the short-lived May 1975 timetable. As some of our readers are too young to recall the early PTC years, it would be interesting to see the extent to which this timetable was the fiasco that it's often regarded as. In order to have the December issue ready before Christmas, the deadline for contributions will be no later than Friday 16 November.



**EARLY CITYDECKERS.** With the release of CityRail's latest corporate liveries for the electric fleet, it's timely to look at two examples of CityRail's earlier, and unsuccessful, attempts at a uniform corporate image. LEFT: C3957 leads four-car set S14 at Jannali on Sunday 22 November 1998. This set was refitted at Elcar and received the small destination indicator and the thick blue CityRail stripe along the sides. Public address speakers were fitted adjacent to the exterior doors, but they were never used (Jill Roberts) RIGHT: Freshly-painted C3511 on set K88 at Hornsby M.C. on 2 December 1995. This is the second version of the CityRail blue stripe livery. It seems that the blue and gold paint was applied without primer, as this paint peeled off several cars like tape. The opened hopper windows show that they were yet to be retrofitted with air-conditioning at that stage (Greg Oates)

# WORKDAY Progress

JULY - AUGUST 2002

The last two months have been a little quieter at our normal worksites than on many other occasions as some of our activities have been offsite. For this report, the activities can be split into work locations:

## GOULBURN ROUNDHOUSE

Over the weekend of 20/21 July the missing couplers and cushion blocks were reinstalled to one end of cars CF5010 and ETB6038. Many thanks to James & Ben Parker, James Gray, Robert Ralston and some of the members of Goulburn Roundhouse for helping out with this big job. I initially expected to have only had the cushion blocks installed that weekend, so to have been able to install the couplers to both cars as well was a bonus!

On other fronts, a programme has started to replace the bent and damaged two-rung steps on number of U-boat cars with new steps. The stripping of the main saloon of TF6010 has continued with all of the seat cushions removed and dismantled for cleaning and replacement of damaged parts. This task also cleaned the main saloon of some more rubbish and broken glass. The upholstery on most of these seat cushions is worn or damaged, and those cushions have been set aside for replacements from our pool of spare U-boat seats. Likewise, once all of the seat frames have been unbolted, all but a handful will be replaced with seat frames from the spare pool.

Further to our last report on the replacement interior below-window panels obtained from CF5020 for TF6006, it was found that the rivet holes on the panels from 5020 do not line up with those on 6006 as they are an inch out. Therefore, we will need to cut a new panel in order to achieve a perfect finish for 6006. Thanks to the new shed lights, a number of Beclawat windows on 6006 have had the graffiti removed (along with the bottom window sashes on cars 6010 & 6037) during a couple of late night & early morning sessions, and the difference is quite noticeable.

A subsequent visit to Goulburn with James Gray on Thursday 29 August saw the installation of a compressor and motor-generator on CF5010 with the aid of a forklift. Lastly, there has been some reglazing work done on cars T4609 & ETB6038. As this job is nearing completion, the reglazing programme has slowed down and other jobs are gradually taking over.

## MEEKS ROAD

The biggest change at Meeks Road has been the installation of tarpaulins on cars C3714 and the railways side of 7513. This will help protect the cars from graffiti attacks, and we were relieved when this job was completed as a week prior to this, C7512 had a graffiti attack (the first for at least six

months), and we didn't want any more attacks on the Zoo livery on cars 3714 & 3725. Minor work has also been done on the line switches on 7512, the wiring on 7513 and the reglazing of 3714 & 3725. Like Goulburn, the reglazing programme is slowing down given that this job is nearing completion.

## OFF-SITE ACTIVITIES

Further to our acquisition of the mountain of spare parts from CF5020, we recently removed the graffiti from this car as a fund-raising effort to purchase some of the door moulds for the Tulloch doors. This work was difficult as much of the graffiti had gone hard in the sun, but we succeeded. Ben Parker and Jason Lovegrove are to be thanked for their assistance. CF5020 has had a number of large holes cut into one side as part of its transformation, and the finished result will be unbelievable!

## HITACHI PANTOGRAPH COMES TO SYDNEY

One of our more interesting acquisitions of late has been the Metro-Vick pantograph from withdrawn Melbourne Hitachi motor-car 201M. This car was first sighted at the back of Newport Workshops on Saturday 25 May 2002 in a stripped condition. Subsequent enquiries with Connex enabled us to acquire this pantograph before 201M was sent to Simsmetal at Brooklyn (Victoria) for scrapping.

The pantograph arrived at Cranebrook in late June, and it will be useful for any future conversion of a U-boat motor-car from an Airmate pantograph back to a MetroVick type. As the Metro-Vick pantographs are a universal fitting (they are also used in South Africa and India), it can easily be adapted for any of our motor-cars. **John Horne**



*Robert Ralston, James Gray, Ben Parker and other members of Goulburn Roundhouse assist in the installation of the coupler and cushion block to the number one end of CF5010 on Saturday 20 July 2002 (John Horne)*



ABOVE: CF5010 makes a fine sight as it's shunted into road 19 for the installation of its missing coupler and cushion block. The installation of the missing couplers to 5010 & 6038 was long overdue, and this will make future shunting within the roundhouse easier. BELOW: The Roundhouse's resident Mk.1 48-class, 4821, couples to CF5010 whilst John Horne, Ben Parker and TF6006 look on. For the record, 4821 was the first ever 48-class to be allocated to Goulburn in the early years of main south dieselisation, hence its preservation by the roundhouse (SETS Photos)



# Launch of the MILLENNIUM TRAIN

SUNDAY 30TH JUNE 2002

On Sunday 30 June 2002, State Rail officially launched the first of the Millennium Trains with a commemorative run from Olympic Park to Sydney Terminal. The train broke through a special banner upon arrival at Central platform 2 at 11:00am to formally launch what is officially known as the Fourth Generation Suburban Trains. The Millennium Train is the "bumblebee", claimed to be a state-of-the-art hi-tech train for the twenty-first century. It has finally entered service after a long development process which included modifications to the train's software, adjustment to the computer control systems and extensive test-running.

There were numerous people gathered in the main concourse of Sydney Terminal to witness the launch and listen to speeches from the Minister for Transport, Mr Carl Scully MP, and the State Premier, Mr Bob Carr MP. There was also a video display set-up at the entrance to platforms 2/3 to promote patronage on the fourth generation trains.

The first three generations of suburban trains were displayed on platform 3. The first generation was represented by State Rail's preserved single-deck set F1 (C3102, T4279, 4527 & C7396), which was inspected by several people who were interested in the history and memories of these old cars. The second generation was represented by four-car set S21 (C3041, T4138, 4059 & C3064), whilst the third generation, the Tangara, was represented by set T82 (D6163, N5163, 5164, D6164). The double-deck stock was specially-cleaned for the occasion as all the cars were spotless (isn't this how they should be all the time? - Ed.). There were a lot of enthusiasts photographing and videoing the new set M1 throughout the day. Paul Vonwiller (with thanks to Ian MacCowan for providing the set consists)

## THE MILLENNIUM SETS IN REVENUE SERVICE

Since the launch of set M1, a number of important developments have taken place, with the arrival and acceptance of a further four M-sets from EDI Cardiff. Since it entered service, set M1 was allocated approximately three weeks in each sector (sectors 2, 3 & 1 in that order). This practice should continue until more sets enter traffic.

It should be noted that the M-sets are now carrying green targets (in place of the original white targets with black lettering) in service to identify them as solely allocated to EDI Eveleigh as opposed to any specific sectors.

The most recent arrivals from EDI Cardiff were as follows:

M2 (1003, 1503, 1504, 1004): Arrived at EDI Eveleigh on 9 April 2002, and was accepted during August 2002.

M3 (1005, 1505, 1506, 1006): Arrived at EDI Eveleigh on 3 June 2002, and was accepted on Friday 23 August. This set entered service on Monday 26 August to release set M1 for eight-car testing.

M4 (1007, 1507, 1508, 1008): Arrived at EDI Eveleigh on 29 July 2002. Currently used in eight-car tests with M1.

M5 (1009, 1509, 1510, 1010): This set will undergo trials between Newcastle & Morrisett on 27/9, 30/9 and 1/10 before arriving in Sydney. The set will then be divided and two of the cars sent to the "Bakehouse" at Chullora to test the air-conditioning under extreme hot & cold conditions.

Set M1 was taken out of service on Sunday 25 August for a series of eight-car tests with set M4. These tests will involve three days of shed tests, followed by a number of overnight track possessions (2200 to 0400, Mondays to Thursdays) between Blacktown & St Marys, and later West Ryde to Epping. *Roy Howarth (with thanks to Scott Ferris)*



*ABOVE: D1001 trials set M1 on arrival from one of its special shuttles to Olympic Park "via Strathfield" on Sunday 30 June 2002. Note the 'bold-serif' type on the destination sign, which should be much easier to read than the inferior dot-matrix displays on the Tangaras. This is the first train to utilise CityRail's new livery, which will see the rest of the fleet with yellow sliding doors, black car numbers, restyled logos and the single yellow bottom stripe (Ian MacCowan)*



ABOVE: Once the most modern suburban line in Sydney, the 1970's architecture of the ESR now look quite dated alongside the Millennium Trains! D1004 and set M2 await departure at Bondi Junction for Sutherland on 8 August 2002 (Paul Vonwiller) BELOW: The plug-type doors, showing some of the internal grab-rails, on N1501 at Campbelltown on 5 July 2002. Note that these doors do not appear to be as heavy as the Tangara's plug-type doors, which tend to sag when open (Ian MacCowan)





**THE INTERIOR. ABOVE:** The upper-deck of D1001 looking towards the No.1 (pantograph) end. Features to note are the electronic display (which has a security camera to the right of the display screen), the fabric seats with chrome seat handles and the roof contour (Paul Vonwiller) **BELOW:** The lower-deck of D1001 at Circular Quay on 5 July 2002. Unlike all previous double-deck cars, the lower-deck roof contour isn't flat, but slightly curved (Dominik Gientza)





ABOVE: The driving controls in D1001 during the launch at Sydney Terminal. The desk-console layout of the controls shares some similarities with the Tangara's controls, but with a number of new features (John Clifton)

BELOW: Set M2 picks up passengers at Rockdale on a Bondi Junction all-stations service on 8 August 2002. This station is currently undergoing a major upgrade (Paul Vonwiller)





*ABOVE: Green-targetted set M1 awaits departure for the city at East Hills while a Tangara passes on a down Campbelltown service on 5 July 2002. BELOW: After a few weeks on sector 2, set M1 was rostered on sector 3 for three weeks during July. Set M1 awaits departure from Berowra on a city service via the north shore on 27 July 2002. It shouldn't come as a surprise that, as well as being popular with passengers and railfans, set M1 was equally popular with various politicians wanting that sought-after photo opportunity! (Paul Vonwiller)*



# U-BOAT DISPOSALS

## THE CURRENT WHEREABOUTS OF THE REMAINING MEMBERS OF THE SINGLE-DECK INTERURBAN FLEET

### JOHN HORNE

As detailed in the February 2000 edition of UTW, we were extremely busy in stripping various single-deck interurban (U-boat) cars of their electrical and mechanical equipment. Some of these items have already been reused in our cars. In that article, it was stated that a number of cars have either been placed on bogies or were to be placed on bogies by their new owners. Unfortunately, due to a change in circumstances, cars CF5026 & 5039 were not placed on bogies, and a couple of other cars were also in doubt. CF5026 was the last U-boat car to be stripped by SETS members. I only found out the possible change in status of a couple of cars at the start of July 2000, and rather than wait for possible re-sales, I thought that now would be an appropriate time to publish the initial "permanent" resting homes of all the U-boat cars. CF5039, which was the last such car to be shifted to a final resting place, was moved in December 2000 after four potential sales fell through. For the record, the four sales that fell through were to Taree, Lightning Ridge, Stockinbingal and Brewarrina so this is an indication of the diversity of buyers of electric carriages. It's also worth noting that although in excess of twenty single-deck suburban cars ended up at Lightning Ridge (no Tulloch double-deck trailers though), not one U-boat car ended up at that location.

For the ease of this article, these disposals are split into three categories: (1) accidents and other write-offs; (2) cars preserved or otherwise retained by State Rail and other preservation societies, and (3) all other cars auctioned in November 1998. An asterisk (\*) after the car number indicates that that car was fitted with Beclawat windows.

#### CARS WRITTEN-OFF DUE TO ACCIDENTS OR FIRES BY THE SRA OR ITS PREDECESSORS

**CF5002:** Damaged in an accident at Concord West on 27 October 1983. Returned to Elcar for repairs, but it collapsed off workshop dollies and was too badly damaged to be repaired. Consequently cut-up on-site at Elcar, where it was referred to as "the Concorde".

**CF5009\*:** Condemned after hitting a buffer-stop at Flemington Car Sheds on 25 December 1989. It was still working immediately after the impact, but it was cut-up on-site during 1990 owing to the extent of the damage.

**CF5016\*:** Condemned after it was hit by a 47-class locomotive at Gosford station on 11 January 1982. Cut-up at Gosford Racecourse Sidings as it was too badly damaged to be returned to Elcar by rail.

**CF5032\*:** Condemned after a collision with electric-loco 8627 in June 1993. Cut-up at Lithgow as it was too badly damaged to be sent back to Elcar by rail, and the withdrawal of these cars was imminent. 8627 was repaired and returned to service as the fourth Freight Rail blue 86-class unit after 8601, 8602 & 8626, and it was one of the last active members of the 86-class electrics.

**CF5034 & ETB6033:** Destroyed by fire (suspected to be electrical) at Gosford on 13 January 1973 and dispatched to Simsmetal at Mascot for cutting-up on 19 June 1976. They were the first & last stainless-steel cars to be sent to Simsmetal. CF5029 was significantly damaged in this fire, but it was rebuilt.

**CF5038 & TF6018:** Damaged in a shunting accident with Tulloch motor-car C7506 at Flemington Car Sheds on 28 March 1978. C7506 had its damaged No.1 (pantograph) end rebuilt and 5038 was to have been rebuilt, but it collapsed off workshop dollies at Elcar and was too badly damaged to be rebuilt. TF6018 had one side ripped out in the accident, and it was too badly damaged to be rebuilt. Both these cars, along with fire-damaged double-deck cars C3825, 3877 & D4017, were hauled to Commonwealth Metal Recyclers at Botany for cutting-up on 15 August 1981.

All of the above motor-cars retained their original Metro-Vick pantographs until they were condemned, whilst car 5002 was one of the very few cars to retain its original dark brown & light green interior livery.

#### CARS PRESERVED OR RETAINED FOR OTHER PURPOSES

**State Rail:** CF5015\*, 5017, 5035; TF6013; ETB6029

**Rail Services Australia:** CF5008\*, 5036\*, 5037\* (1)

**SETS:** CF5003, 5021\*, 5022\*, TF6010; ETB6037.

**John Horne:** CF5010\*, 5027\*; TF6006\*, ETB6038.

**Rothbury (HVRT):** CF5001, 5005\*, 5011 ETB6023, 6032.

**Dorrig (DSR&M):** CF5004, 5024\* (2)

**Glenreagh Mountain Rwy:** T176004\*, 6005\*, 6014\*, 6020\*; ETB6031\*, 6035\*

**Richmond Vale Rwy:** TF6001\*, 6002\*, 6008\*, 6009\*, 6011\*, 6012\*, 6019\*; ETB6026\*.

**Rail Transport Museum (Valley Heights):** ETB6039.

#### NOTES:

(1) These cars were obtained for possible use as track condition monitoring cars, but all are now stripped and at Eveleigh awaiting disposal.

(2) CF5024 was purchased at the November 1998 auction

## CARS AUCTIONED IN NOVEMBER 1998, PLUS OTHER DISPOSALS

### (i) CF MOTOR-CARS:

- 5006:** Londonderry 23/11/99 (moved from Redfern to a temporary store at Mt Druitt)  
**5007:** Tandarra Caravan Park, Trangie 25/03/99  
**5012:** Boorawa 14/01/99  
**5013:** Bateman's Bay 12/98  
**5014:** Alderville Public School, West Kempsey 01/97  
**5018:** Orange 05/01/99  
**5019:** The Oaks 29/11/99 (moved from Clyde to a temporary store at Londonderry)  
**5020:** Bilpin 20/08/99 (moved from Clyde to a temporary store at Lithgow)  
**5023:** Forster-Tuncurry 16/08/00 (moved from Redfern to a temporary store at Hoxton Park, see Feb. 2001 UT9)  
**5025:** Londonderry 02/00 (initially moved to a temporary store at Camden). Used for filming "The Matrix" 1 & 11.  
**5026:** Londonderry 06/03/00 (moved from Clyde to a temporary store elsewhere at Londonderry). Resold to Schofields during 2000.  
**5028:** Heathcote 08/02/99 (this was a temporary store pending resale, but it was burnt-out by vandals in August 1999 and cut-up after being stripped for parts by SETS).  
**5029:** Boorawa 27/04/99 (separate location to 5012) 5030: Razorback 01/02/99 (see Feb. 2001 UTW) 5031: Camden 06/01/99. Resold to Bringelly in 2001.  
**5033:** Camden 21/01/99. Resold to Londonderry in 2001.  
**5039:** Nimmitabel 12/00 (moved from Clyde to a temporary store at Dubbo)  
**5040:** Charlton, Vic. 09/02/99. Later resold to Wallan, Vic.  
*All cars except 5025 have Beclawat windows.*

### (ii) TF/ ETB TRAILER CARS:

- 6003:** Carinda (near Walgett) 30/11/98  
**6007:** Carinda 25/11/98 (with 6003)



- 6015:** Maraylya 07/12/98  
**6016:** Morissett (moved from Redfern to a temporary store at Condell Park)  
**6017:** Condobolin (moved from Redfern on 15/02/99 to a temporary store at Condell Park)  
**6021:** Camden 05/01/99, resold to South Windsor 09/02/00  
**6022:** Bateman's Bay 15/12/98 (with 5013)  
**6024:** Dungog Primary School 10/12/98  
**6025:** Wyong 01/03/00 (moved from Clyde to a temporary store at Mt Druitt)  
**6027:** Maraylya 24/11/98 (with 6015)  
**6028:** Razorback 16/12/99 (with 5030)  
**6030:** Braidwood 24/07/99 (moved from Redfern to a temporary store at Goulburn, see June 1999 UTW)  
**6034:** Rylstone Public School, date unknown  
**6036:** Coonabarabran 11/12/98  
**6040:** Camden 06/09/99 (moved from Clyde to a temporary store at Mt Druitt). Resold to Wilton during 2000.  
*All cars except 6028, 6030 & 6034 have Beclawat windows*

*The author would like to acknowledge the assistance of Stephen Halgren in the compilation of this article*



**THE 'MATRIX' CAR. LEFT:** During 1999, CF5025 was heavily altered into a facsimile of an American mass transit subway car for the movie "The Matrix". This car was recently re-used in the sequel of that same movie. A pair of sliding doors were cut into one side and an existing swing-door and window were plated over. While it's unfortunate that these alterations were done to one of the few CF motor-cars left in near-original condition, it must be admitted that these alterations have been expertly done! **RIGHT:** The alterations to the driver's end of 5025 and the unaltered off-side of the car. Compare this to the photo of the same car on page 93 (SETS Photos)



*ABOVE: Christmas Day 1989 will stand out in U-boat history for the premature demise of CF5009. Greg Oates, who was working at Flemington Car Sheds on the day of the accident, recalled that after its collision, its pantograph was still raised and its lights and compressor were still working, but it was clear that its running days were over. With its fate sealed, a stripped 5009 awaits the scrapper's torch inside Flemington Car Sheds on 2 January 1990 (Kim Andronicus) BELOW: CF5040 sits alongside an ex-SRA MHO guard's van at its first resting place near Charlton, Victoria. The main north line to Albury is on the left.*





**DERELICT U-BOAT CARS.** Not very pleasant photos, but still relevant to the history of the U-boats during the disposal process. ABOVE: Clyde Down Yards was the worst possible place to stow these cars as vandalism was rampant from the day they arrived there. CF5026 (foreground) awaits relocation to Londonderry for resale, whilst 5021 behind it awaits transfer to Goulburn Roundhouse. BELOW: CF5019 was a source of sundry parts for the Society's cars, and after a brief spell at Londonderry, it now resides at The Oaks. (Roy Howarth)





*ABOVE: CF5039 at the back of Clyde Yards in late-1998 when removal of the undergear by Society members was underway. BELOW: TF6006 as it appeared at Heathcote when it was obtained for preservation during 1999. It was gratified before it left Eveleigh and its Beclawat windows were damaged whilst it was stored on this site. TF6006 now looks better with all but six of its windows restored, and this vandalism is now just a bad memory.*





**ABOVE:** During 2000, much mention was made in UTW of ill-fated motor-car CF5028, which was burnt-out by vandals near Heathcote and subsequently stripped of its remaining useable parts by SETS before being cut-up. We can now show how the car looked just before its untimely demise. **B BELOW:** Nothing in the main saloon survived the fire, and this was the first section of the car to be cut-up. The remains of 5028 were recently removed as the block of land it was on is currently up for sale (All photos by Roy Howarth)





**U-BOATS ON PROPERTIES.** ABOVE: CF5007, complete with target plate U5, at Tandarra Caravan Park in Trangie, NSW. Sputnik trailer T4787, which was repainted Tuscan-red with a brown & cream interior and renumbered 4737 whilst at Northern Suburbs Cemetery, is another permanent resident (John Horne) BELOW: Many miles from its former stamping grounds, CF5039 rests in its new home in Nimmitabel in the far south of the state (Nicholas Baker)





**5020 AT BILPIN.** This car has been stripped and converted into holiday accommodation. To increase the area and provide all facilities, a mock station building was also constructed next to the car. ABOVE: The first stage of the transformation of this car prior to the removal of the graffiti. BELOW: An innovative solution to the problem of attempting to fit furniture through the narrow doorways of 5020 was this walk-in main saloon! In the foreground is the timber bracing for the wooden building's platform and awning. (John Horne)





*ABOVE: With the graffiti removed by the SETS team as a fundraising exercise, the unaltered side of 5020 looks splendid, and it now resembles an original-window car! Note that the roof vents have been removed and bundled in the former pantograph area. BELOW: A later view of the altered side with construction more advanced and again after removal of the grafitti. CF 5020 undergoes a radical transformation to its new role as a residence for its new owner. Note the large opening cut into the side and the station-like wooden building on the right (John Horne)*



# U-BOAT VARIATIONS

## MODIFICATIONS THAT THE SINGLE-DECK INTERURBAN CARS RECEIVED WHILST IN REVENUE SERVICE

JOHN HORNE

These eighty cars were built by Commonwealth Engineering at Granville and consisted of forty motor-cars CF5001 to 5040 and forty trailers TF6001 to 6020 and ETB6021 to 6040. The motor-cars were originally second-class smoking cars, the TF trailers were second-class non-smoking cars and the ETB trailers were composite smoking & non-smoking first-class trailers with a partition to separate the non-smoking area.

Apart from a line of carpet down the centre aisle and strips of carpet between each seat, the only other noticeable difference between the first and second-class cars was the provision of ashtrays in the smoking compartment of the first class cars and the colour of the upholstery, which was green in second class cars and blue in first class cars. Both classes had the same spacing between the seats and two & two seating.

When first-class was abolished and one-class interurban travel introduced on 1 September 1974, there were no logistical problems. The only modifications effected were the removal of the class designations and the removal of carpet from the ETB trailers. However, the imprint from the external first & second-class lettering is clearly obvious to this day, and can even be seen in some photos of these cars. In some instances, the imprint of the class signage, along with the original gold number transfers, is also visible on the interior bulkheads of some cars. In addition, the green seats were gradually phased out and almost all cars were fitted with mid-blue upholstery formerly only used in the first-class ETB trailers.

When the first of these cars received their first major overhauls in the early-1970's, the only modifications that they received were the replacement of the passenger swing-doors, which originally had lower vent louvers to plain doors without these vents, new end-communications doors (the original end doors had squarer windows) and the

changing of a small number of trailers from two-piece shutters to single-piece shutters. In 1975, the dark brown below the windows was dropped and replaced with suburban dark green so these cars had an identical internal colour scheme to the suburban cars. The original gold number transfers on the interior bulkheads were replaced with black signwritten numbers on most, but not all, cars (trailers overhauled at Carriage Works continued to receive the gold number transfers). Apart from cars written-off in accidents and fires, CF5003 was the only U-boat car to retain the dark brown below the windows up to its withdrawal from service (5035 also retained this livery until it was repainted at Elcar in 1993). One other internal modification the cars received was the removal of the

interior fans at Flemington Car Sheds from 1989 onwards. These cars were fitted with a different type of fan when built. The original fans had a three-setting switch and a small cage around them. They were later replaced with Ritter General Electric fans, which were also used in the 46-class cabs. They had a single on/off switch and the cage was omitted.

Around Christmas 1975, CF5017 was outshopped after overhaul with twin sealed-beam headlights replacing the original 'Stone' headlight and air-ride bogies. The next six cars to be outshopped (CF5001, 5004, 5005, 5011, 5013 & 5025) also had the twin sealed-beam headlights,

but the air-ride bogies were a one-off for 5017. CF5017 had its air-ride bogies for a number of years but they were later reconverted to the standard coil-spring bogies. Being a one-off car, the airbags were not properly maintained and when they were down on air, the car was rough-riding.

CF5013 was the last of these overhauls and it was the last single-deck interurban car to be overhauled at Elcar during this period without receiving Beclawat windows. When this car was outshopped, the last three Sputnik motor-cars to receive overhauls with original windows (C3717, 3720 &



*A single-deck interurban motor-car at Lithgow on 21 February 1983. Features common to the U-boats during this period were the PTC two-tone blue 'L7' logos and sliding Smoking/Non-Smoking signs next to the doorways. Platform furniture such as the early-style platform lights, concrete station signs and 'trumpet'-style speakers are no longer seen in CityRail territory (Ian MacCowan)*



**ABOVE:** A four-car intercity set speeds through the former station of Newnes Junction on an up service during 1996. The ornate signal box (which also serves Clarence Colliery) is the only reason these platforms are still standing, where as the platforms at Hartley Vale and Clarence were demolished soon after closure in 1974 (Andrew Coble) **BELOW:** CF5008 leads eight-car black-targetted set U8 past Eveleigh Carriage Works towards Sydney Terminal on 14 May 1982. Twenty years after this photo was taken, 5008 now stands derelict within the former long-closed workshops awaiting disposal. How things have changed! (Greg Oates)



3725) were nearing completion with 3720 being the last car to be outshopped in the normal programme. At this stage, single-deck interurban trailers were still being overhauled at Eveleigh and outshopped with their original windows. It's worth noting that the very last single-deck interurban car to be overhauled at Elcar, CF5035, retained its original windows as a cost-cutting measure and was not fitted with the rivets at the bottom of its body panels.

ETB6022 was the first interurban car to receive Beclawat windows, and for a while it was the only trailer to be so fitted, as all other overhauls of the U-boat trailers at Eveleigh between 1976 & 1978 retained the original windows. The first two interurban motor-cars to receive Beclawat windows were CF5008 & 5030 and these two cars, along with the next few overhauls, still retained their original 'Stone' headlights. The fitting of twin sealed-beam headlights then resumed and all other cars were retrofitted with this feature. By late- 1978, all U-boat cars had received their first major overhaul with about half of the motor-cars fitted with Beclawat windows and 6022 the only trailer so fitted. It's of interest to note that, at that stage, every car still had the original lower-runners on the sliding doors separating the vestibules from the main saloons, whereas all the suburban cars to be overhauled had lost this feature for some time. However, the Sputnik cars had only been so treated since these cars received Beclawat windows.

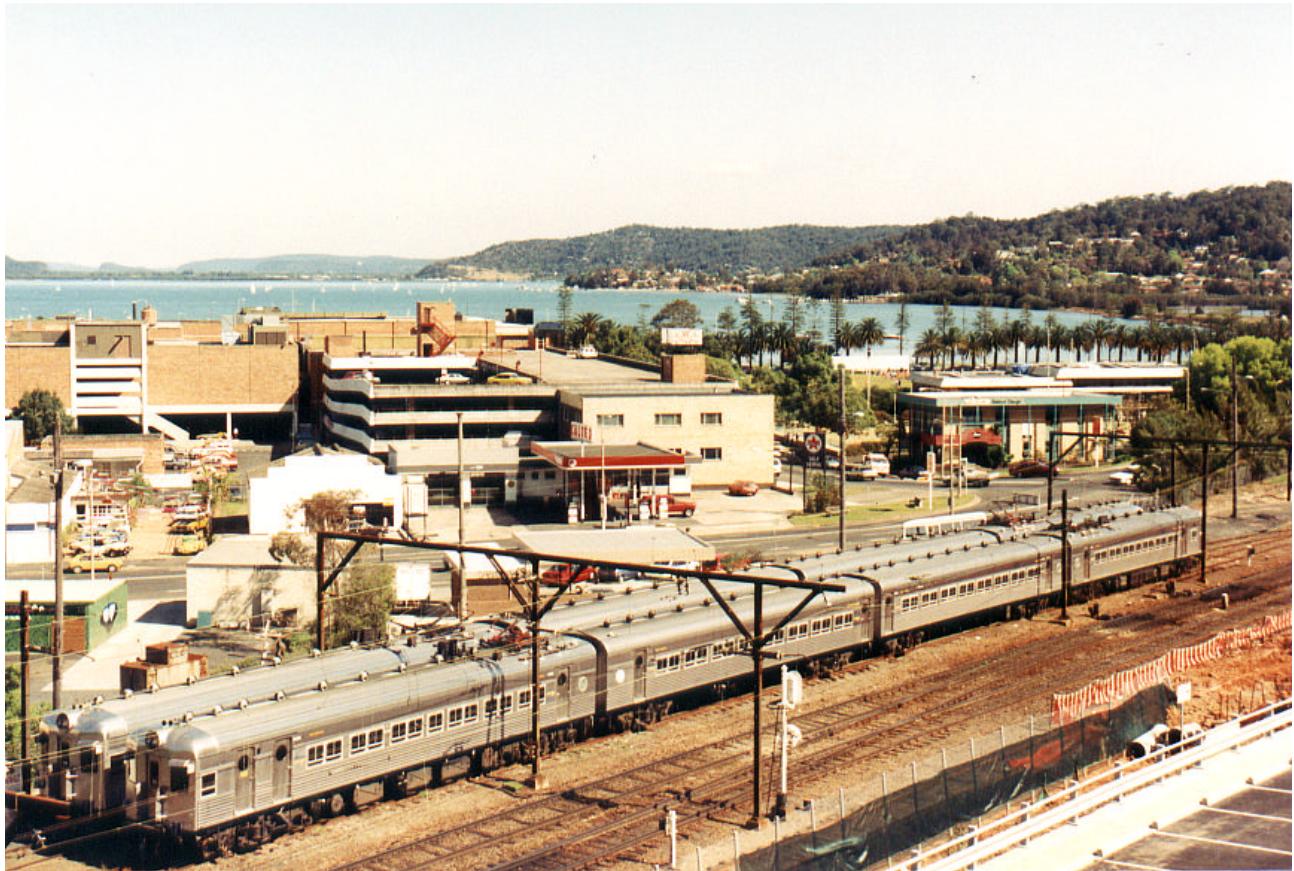
Cars ETB6021 & 6027 were then fitted with Beclawat windows after suffering accident damage, and the overhauls of the U-boat cars recommenced with more cars receiving Beclawat windows. The majority of the motor-cars that received these second overhauls (some of which had already received Beclawat windows in their first overhaul) had the bodies riveted to the underframes in an attempt to hold the cars together. These rivets are quite visible at the bottom of the body panels. Unfortunately, this had an

adverse affect on the frames and some cars were withdrawn from service due to longitudinal stress fractures in the frames. With the exception of ETB6035, the ETB trailers that received Beclawat windows had the sliding door between the two compartments removed, and one car, 6021, had the whole bulkhead removed. It was during the second overhauls that the original sliding-door runners were removed. Other modifications that occurred during this era of second overhauls included a new type of seat back, the removal of the Reserved plates and seat numbers above the windows and gloss white ceiling in certain cars. Preserved cars CF5010 & SETS 5022 show examples of the latter modifications.

In later years, the majority of the U-boat motor-cars were fitted with Airmate pantographs, and CF5023 was the first car to be so fitted. This car differed from every other Airmate conversion as it didn't have the wing plates for the pantograph insulators or the adaptor plates to mount the pantograph. Instead it had internal brackets bolted to the longitudinal strips along the roof and the pantograph and insulators bolted directly to the internal brackets. CF5010 was fitted with a non-cross-ann Airmate pantograph in the early-1970's, cars 5002 & 5032 were fitted with Stemmans pantographs at the same time and 5005 was fitted with an AEI (original Blue Goose type) pantograph. CF5029 also had an AEI pantograph for a short time after it was fitted with Beclawat windows. The Stemmans type were similar to many of the pantographs fitted to European trams at the time. It had a solid bar diverging from each side of the base to the intermediate folding point. From the folding point, two diverging bars went out on each side to where the pan head and collectors were mounted. These pantographs had two collectors. Only cars 5010, 5024 & 5028 retained their original Metro-Vick pantographs up until the mass withdrawal of the U-boats from service.



**LEFT:** The driver's end of CF5029 was extensively rebuilt after the 1973 fire at Gosford that destroyed cars CF5034 & ETB6033. Close inspection will see the separation marks on the letterboard and the roof. The original-window four-car set behind it had been used on a railfan tour a few days before this photo was taken in 1991 (Roy Howarth)  
**RIGHT:** One minor internal difference amongst the ETB trailers is the position of the roof vents in relation to the centre bulkhead. In this photo of ETB6028 taken from the former non-smoking compartment, one vent is directly above the bulkhead, hence the small opening for it at the top. Later ETB cars (possibly from 6030 onwards) don't have this feature as the vents are positioned on each side of this bulkhead. The large windows on this bulkhead are non-standard features unique to the ETB cars (John Horne)



ABOVE: The Gosford Broadwater forms a delightful backdrop to two four-car intercity sets stabled in the car sidings in the foreground during 1993. Note that each set has a motor-car with an original Metro-Vick pantograph, which, by this time, was becoming a rarity (Roy Howarth) BELOW: CF5028 leads cars TF6001, ETB6039 & CF5003 as set U5 crosses from the down to the up at Coniston on 20 February 1986 (Ian MacCowan)





*ABOVE: No, not an enthusiast's tour (although it may as well have been!), set U3 was diverted via the up shore owing to trackwork on the main north during January 1994. Set U3 descends the southern approach of the Harbour Bridge on its way to Central. The front cover of the May/June 1994 UTW has another photo of this set. BELOW: The first time a U-boat was used on a SETS tour was the Dapto to Bondi Tour of Saturday 20 February 1993, which consisted of CF5027, ETB6039, TF6017 & CF5017. From Bondi Junction, the train reversed at Erskineville and proceeded to North Sydney. Set U9 is shown at a photostop on the Up Illawarra at Redfern platform 9 (Roy Howarth)*





ABOVE: The main saloon of TF6002 at Thirroul on the evening of Wednesday 20 July 1994. The pale green roof and signwritten car number indicates a late-1970's Elcar overhaul, but the later-type seat backs have been fitted throughout. Note the absence of light shades and that the saloon fans have been removed. This car is now preserved by Richmond Vale Railway. BELOW: The main saloon of TF6005 during the U-boat Farewell Tour of 3 November 1996. Once again, the pale green ceiling and signwritten car numbers indicate a 1970's overhaul. This car is now preserved by Glenreagh Mountain Railway (Roy Howarth)





ABOVE: Four-car set U2 and experimental Citydecker double-deck S78 at Penrith in 1991. This refurbishment of this set was done at Elcar. Note the target of S78 is yet to be siliconed onto the front of the car (Andrew Cable) RIGHT. One of the IHO vans converted from EHO's for use with the U-boats. The modifications included auto-couplers, buffering plates and the guard's bell. IHO1285 is shown in Carriage Works yard in 1982. It was withdrawn from service in 1986 and is now preserved at Dorrigo (Greg Oates)





*ABOVE: Four generations of rolling stock come together at Newcastle during the early-1990's, in the form of a 'candy-stripe' 620-class railcar, U-boat, chopper-control V-set and loco-hauled Waddington N-type cars on a 3801 Limited tour (Andrew Coble) BELOW: CF5025 as it appeared in revenue service, prior to its alteration (or disfigurement if you prefer!) for the big-screen, at Morrisett awaiting departure for Newcastle on a local service on 6 December 1994. Note the unusual jumper receptacle and bracket on the left apron (Roy Howarth)*



*A visit to....*

# Campbelltown Steam Museum

## *via the former CAMDEN LINE*

SUNDAY 19 MAY 2002

**PAUL VONWILLER**

On Sunday 19 May 2002, the Society arranged a tour using blue & white ex-government Leyland Leopard bus 1614. The weather was cool with a fresh westerly wind, which had cleared the pollution and made the day easier to take. We departed Sydney Terminal at 9:30am, picked up more patrons at Strathfield station and headed down the Hume Highway to our first stop at the former Warwick Farm Racecourse platform. We inspected the platform, which were long enough for two eight-car trains. This terminus was once served by Racecourse Special trains, which ceased in August 1990. Across the Hume Highway from the racecourse is a good model of the Sydney Harbour Bridge over the entrance of a Ford car dealership next to the former railway level crossing.

Afterwards, we headed to Campbelltown via the Camden Valley Way and Campbelltown Road for a ten minute break at Campbelltown at the bus & rail interchange at the railway station. We inspected the area where the Camden steam services used to depart from the western side of the station. The Camden line was opened on 10 March 1882 and closed with much fanfare 1 January 1963. In hindsight, this line should have been rebuilt and electrified instead of closed down to serve the growing population of the Camden area.

We followed the route of the Camden line from Campbelltown, past the former level crossing alongside Narellan Road via Mayfield and the past the former stations of Kenny Hills and Narellan, where there is an increasing population. While a number of local historic buildings at Narellan have been preserved, unfortunately the brick platform face has been removed. We then headed towards Kirkham to the station site and took photos of the track formation which crossed over to Kirkham Lane, where there is still farmland. We then crossed the Nepean River Bridge and followed the route into Camden. The dairy, which was once served by a siding, is still intact and we

approached the former Camden station site, which is situated in Mitchell and Station Streets. The site is now used as a car yard and features an FR compartment car and an old red public phone booth. After a 20 minute stop for photos, we headed for Campbelltown Steam Museum via Remembrance Drive.

We finally arrived at the Stearn Museum after a picturesque drive via the historic township of Menangle, which features a spectacular sandstone and wrought iron railway viaduct. We spent a couple of hours looking around, and there was the option to ride the narrow gauge steam engine with two bogie carriages, plus a steam tractor pulling one carriage with re-used seats originally from a single-deck suburban car. Also at the museum is single deck trailer car T4357, which was built in 1928 and withdrawn from service in 1989. It is now used as a kiosk with tables & chairs, with an administration office.

Other museum exhibits of note included an English-built Hudson/Hudswell Clarke 0-4-0 locomotive (1423/1922), a stationary boiler and house pump in the engine station from Glaller & Son Ltd. Stroud, different types of combustion steam tractors, road steamrollers, a four-wheel inspection car, various other wagons and a double-deck horse car. After our inspection, we concluded our tour and returned to Sydney Terminal, with various members alighting on the way for convenience. A big thanks to the SETS Committee for organising this wonderful and challenging day out, and also to Campbelltown Steam Museum for their hospitality.

*Our next tour...*

Inspecting Macquarie Lighthouse  
Sunday 20th October 2002



**ABOVE:** Walsh Island trailer-car T4357 is the main office and canteen at the Campbelltown Steam Museum. The car is currently undergoing an Indian red repaint, complete with buff lining. **BELLOW:** The platform of the former Camden railway station is now totally unrecognisable from the steam era. To complement the FR car, some interesting touches on the site include a couple of wooden platform benches and a once-familiar red telephone booth, which certainly needs a coat of paint! (Paul Vonwiller)





**PAST GENERATIONS OF DOUBLE-DECKERS.** With the arrival of the fourth-generation suburbans, we must acknowledge the sterling service provided by the previous generations of double-deck suburban sets over the past three decades. ABOVE. Several years ago, it was common to see Comeng driving-trailers on the outer-ends of double-deck sets, but now it's a very rare sight. D4001 leads C3747 (L12) and another L-set with cars C3757 and D4009 at Central platform 21 on a City Circle service on New Year's Day 2001 (Paul Vonwiller) BELOW: Sets K92/K93 speed a Richmond-bound service uphill between Lidecombe and Auburn on the down main western line on Thursday 24 December 1999 (Jacob Macklin)





**LEFT:** Later this year, the Mark 1 Comeng motor-cars will celebrate 30 years of revenue service. Blue-striped C3840, with its relocated headlight, leads set R31 into Cheltenham on a down Hornsby service at 12:47pm on Sunday 8 April 2001 (Barry Riley) **RIGHT:** C39 78 and set R31 (again!) are stabled in Hornsby M.C. yard with a few K-sets and Tangaras in this early evening scene taken during Easter 2000 (Greg Oates)



**SECTOR 3 K-SETS.** **LEFT:** C3520 (a number once used by a Tulloch single-deck motor-car from set F39) leads set K83 into Thornleigh at 8:07am on Sunday 10 October 1999 (Barry Riley) **RIGHT:** Set K60 slows to a stop at Westmead on an up service to Gordon via Central during October 1999. Should the K-sets and C-sets really be classed in the same league as the early Comeng & Tulloch double-deckers as part of the second generation? (John Vierkant)



**LEFT:** Chopper-control set C2 and C3870 on set R15 cross paths at Circular Quay on 27 March 2002. Unfortunately, the unkempt appearance of 3870 is typical of many sector 2 cars, whose condition leaves a lot to be desired (Dominik Giemza) **RIGHT:** It's not every day that Tangaras disgrace themselves by coming to grief Sets T1 (led by D6106) and T36 have both failed on the down main at Macdonaldtown during the afternoon peak period on Tuesday 14 December 1999. Both sets are shut-down and awaiting assistance. Note the pantograph on 6106 has been lowered (Jacob Macklin)

# Promote Hawkesbury River Cruise

SUNDAY 30 JUNE 2002

JILL ROBERTS

This was a tour of a different kind on Sunday 30 June with the Australian Ferry Society, and it featured spectacular scenery, a historic ex-Sydney ferry, a rare vintage bus and great company. Our tour started at Homsby Station aboard one of only two Leyland Leopard semi-coaches built. Upon arrival at Berowra Waters, it was a short walk to the marina to board our friendly ferry Macquarie Princess (formerly MV Promote).

Promote started her life in Nainbucca in 1915 and joined Nicholson's Ferries in Sydney in the 1930's as an open-top decker, along with fleet-mates Prolong, Provide, Proclaim, Produce, Profound and the little launch Protex (which is now in the Maritime Museum). In addition to the Balmain run (which covered Darling Street, Thames Street, Elliott Street, Long Nose Point and Bircligrove), she did charter work until the State Government took over the Balmain run in the early-1970's. She worked north in Lake Macquarie for a few years until purchased by her current owners. She was refurbished with padded centre seats, plastic seating around her perimeter and original wooden seats on her bow & stem. Gone, for safety reasons, is her open-air top-deck seating. She has been given a compact bar area behind her wheelhouse and given the name Macquarie Princess, with a livery of white with blue & red trim.

We set out at low speed so as to not disturb others attempting to board their own boats nearby, and turned into the Hawkesbury River for the cruise down to Brooklyn and Dangar Island. The first major attractions were the F3 and

Pacific Highway road bridges, the latter which blends in better with its surrounds than does the modern F3 road bridge. A little over a kilometre downstream is the Hawkesbury River railway bridge and the sandstone piers of the original rail bridge. At Lunchtime, we stopped at Brooklyn (said to be named by the Union Bridge Co., the builders of the old rail bridge), a sleepy village during the week which swells in population on sunny weekends

After lunch, we set off to circle Dangar Island before the run back to Berowra Waters. We didn't get far downstream before the "gestapo" in the guise of the local Waterways Authority launch ordered us to stop, as someone was seen dropping an overripe banana peel overboard. The offending gentleman owned up and was let off with a warning. He wasn't aware that dropping objects, even banana peels, overboard carried a \$750 fine, and neither were we. I'd hate to think what would have happened if it had been a plastic bag or a beer bottle! Fortunately, that was the only drama of the entire tour.

Having circumnavigated Dangar Island, we made our way back upstream towards the railway bridge. Any hope of entering Mullet Creek was dashed by too low a tide, so as the sun began to set, we sailed back to our starting point at Berowra Waters. By the time we reboarded our bus and Lester checked the roll, it was dark. Thanks to our hosts and the Ferry Society for their company. To all those landlubbers who sacrificed a cruise down the Hawkesbury for land-based activities, you missed a top day!



*LEFT: The 'Macquarie Princess' (formerly MV Promote) at the picturesque Brooklyn Wharf. RIGHT: The sandstone pylons and southern abutment of the old Hawkesbury River railway bridge (1889 - 1946 and dismantled in 1948) and the present-day bridge and Long Island tunnel portal (opened 1 July 1946). To the right of the present-day bridge is a large channel cut into the sandstone which was used in the construction of the new railway bridge (Barry Riley)*

# INSIDE BACK...

## THE SETS SHOP

is open!

### COMING SOON .. U~BOAT EUPHORIA

From the makers of Red Set Revels comes a DVD celebrating the single-deck interurban electric trains in revenue service. Price \$30

Our merchandise is on sale at our meetings, on the tours or by mail order at [www.sets.org.au](http://www.sets.org.au)

**A FINAL U-BOAT TRIBUTE. BACK COVER:** When they were introduced in 1958, the single-deck interurbans were a vast improvement on steam-hauled wooden rolling stock of the time, especially the ubiquitous end-platform and dogbox cars. **TOP:** The Official Train to celebrate electrification to Gosford departs Strathfield on 23 January 1960. The gleaming train certainly stands out from its drab surroundings! (David Daw) **BOTTOM:** On Sunday 3 November 1996, The Society's Farewell U-boat tour has reached its conclusion, and the eight-car set stables at Flemington M.C. with its withdrawn siblings to close an era that spanned 38 years (Andrew Coble) **THIS PAGE.** "The fish that's always fresh" was the theme for this Comsteel ad from the October 1967 edition of Railway Transportation. The purpose of this ad was to promote the virtues of stainless steel, which was only just coming into vogue in Australia at the time, but had been pioneered by the Budd Corporation of USA in the 1930's. We all hope that the stainless steel on our U-boat cars will indeed stand the 100-year test of lime! (Courtesy Rod Greenwood)

## Diary Dates

OCTOBER 2002

Sat-Mon 5,6,7th - AMRA Model Railway Exhibition  
E. G. Whitlam Centre, Liverpool

Sun 20th - Macquarie Lighthouse Inspection

Sat 27th - General Meeting. Gordon Library

For queries please call the SETS Infoline on (02) 9526 1864 or send an email to [sets@sets.org.au](mailto:sets@sets.org.au), 24 hours/7 days a week.

## WHERE DO WE MEET ?

We meet every second month on board the ferry South Steyne, adjacent Pyrmont Bridge, in Darling Harbour.

For details of our next meeting please contact our info-line on (02) 9526 1864 or see our web site at [www.sets.org.au](http://www.sets.org.au) .

VISITORS WELCOME !

## NEXT ISSUE...

- \* The SETS 86-class Farewell Tour
- \* A pictorial tribute to 50 years of electric locomotives in NSW

...the friendly blue mountain's fish



converted to stainless steel in 1958 . . . still as good as new !

in 30, 40, 50...100 years  
its Comsteel stainless steel skin  
will still gleam like new !!!

Courtesy Rod Greenwood



**THE FIRST U-BOAT TO THE CENTRAL COAST  
AND THE LAST U-BOAT IN REVENUE SERVICE  
1958 - 1996**

