Sydney Electric Train Society Inc.

'Burbs to Bay Interurban V set Tour

Saturday 14th December 2019.

On behalf of the committee of Sydney Electric Train Society, I would like to welcome you aboard the "'Burbs to Bay Interurban V set Tour".

This tour is the result of several months of planning and has had a number of destination and date changes to fit in with network maintenance, as well as meeting objectives surrounding the transfer and operation of our 86 class electric locomotives on works trains in the City Underground.

I would like to sincerely thank those who have made this tour possible, especially Garry Massoud from Sydney Trains' Special Events Unit for arranging the train and its pathing,

Double Deck Interurban V sets:

Monday 28th October 2019 marked the 42nd anniversary of the entry to service of the Series 2 production Double Deck Interurban trains for the NSW Railways. These came in the form of 30 cars made up of 16 DCM coded power cars and 14 DCT coded driving trailers.

246 Double Deck Interurban cars were manufactured in total by Commonwealth Engineering at Granville. The 16 first series cars that were built in 1970 were later considered a prototype and were retired in 2005 and scrapped two years later.

The majority of the DCM type power cars and one DCT type Driving Trailer were retired in 2011 and early 2012. These latter cars are stored at Maintrain and are destined for scrapping in the not too distant future. Only two DCM power cars, DCM's 8032 and 8036, remain in revenue service along with DCT 9031 and 9032. They can be found on set V 21.

On 28th October 1977, DCM 8023, DCT 9031, DCT 9032 and DCM 8022 were launched with media, railway and government officials on a special train to Katoomba. Those who attended travelled as far as Leura where they were conveyed by bus to Katoomba to see the new train arrive at around Midday.

The DCM and DCT cars were a huge improvement on the original cars that entered service in 1970 in that they had stainless steel under frames (as opposed to mild steel), Mitsubishi electrical equipment including traction motors, motor alternator and compressor, stronger Sigma air conditioning units, longitudinal lighting, vacuum toilets and an improved cab layout.

For the launch, DCM 8023 had a white label applied along the letter board beneath the top deck windows with the words (in orange) "New Interurban Train by Comeng". Of all the DCM cars built, only DCM 8028 and DCM 8030 were written off in accidents. All DCT cars except '9041 are in service.

DCT 9034 was converted to the Contura Conference Car in 1990 but in 2002 it was reconverted to a standard passenger carriage but with the drivers cab removed and replaced with additional longitudinal seating with glass partitions like a suburban carriage. It was placed back into revenue service as DET 9216.

At the time of the launch, DCM 8021 was undergoing pre entry to service testing with modified 1970 Blue Goose Driving Trailer car DDC 9002.

These carriages have provided excellent service to the people of Gosford and Newcastle, Katoomba and Lithgow, as well as Wollongong and Kiama. In 2011, many of these cars were retired but a few survive in service to this day including a complete four car train consisting of these DCM and DCT cars.

In the next few years, the classic and hugely popular Interurban V sets will be retired from service as they are replaced with new electric trains to be identified as D sets. This tour has been organized to celebrate the excellent service the V-set Interurban trains have given to the people of New South Wales.

PHOTO STOPS

A few photo stops have been arranged that will allow members and guests to record the tour at various locations throughout the day and these will be announced throughout the day over the PA System onboard.

- You **MUST** follow all instructions given by Sydney Trains' Train Manager, and staff, as well as SETS Tour Officials.
- You **MUST NOT** trespass beyond the areas designated for passengers on Sydney Trains property. This means keeping wholly within the yellow line, as well as staying on the platform side of the fences at the ends of station platforms.

We would like to see everybody enjoying themselves on the day. Please be mindful not to get in the way of another photographer and also to keep noise and chatter to a minimum for those who are recoding audio and video footage.

A FEW RULES TO KEEP IN MIND:

Please respect and follow all instructions from NSW Trainlink Train Crew and Train Manager, as well as SETS Tour Officials at all times throughout the day. They will be able to assist you where needed on the tour.

UNDER NO CIRCUMSTANCES are patrons to tamper or otherwise interfere with any equipment on the train that may affect the safe operation of the train – this includes the Emergency Alarm buttons onboard the train.

SMOKING IS NOT PERMITTED anywhere aboard the train, including in the vestibules, or passenger saloons at any time throughout the journey.

You **MUST NOT** stand between the carriages for any reason, throughout the course of the day. These walkways are a thoroughfare only.

We ask you all to **BE CIVIL AND SHOW RESPECT** for each other throughout the day. Bullying, intimidation, harassment and causing general discomfort to other passengers on our tour will not be tolerated.

Please do not leave your rubbish on the train. There will be rubbish bins available to dispose of any unwanted material on the various stations throughout the day.

TOILETS will be made available onboard for your comfort. Due to the limited timing of each photo stop, we ask passengers to either take photos or use the toilet on the station as required but not both.

We trust that you have a great day out with SETS, and we look forward to seeing you again on another SETS tour.

The Committee,

Sydney Electric Train Society Inc.
Website: www.sets.org.au