

Sydney Electric Train Society Inc.

S-SET FAREWELL TOUR

SUNDAY 21ST JULY 2019

Dear Patron,

Welcome aboard SETS's S-Set Farewell Tour. This charter marks the very last revenue service of Sydney's production *double-deck stainless-steel* S-Sets. These trains entered service on 10th May 1972. The last remaining S-Set trains in service were withdrawn on 28th June 2019. SETS's previous use of an S-Set train was on the *Comeng Crossover Conquest Tour* on 26th June 2010, when we visited the Epping Chatswood Line (something that is no longer possible with DD stock).

Tickets

Before our arrival at Hornsby, Society officials will conduct a ticket check throughout the train - it would greatly assist us if you would have your tickets ready for inspection when this procedure is under way.

Lunch Stop

Due to the near midday start no lunch stop is being provided.

Refreshments and SETS merchandise on board

A range of drinks and snacks are available to purchase on the train from the **SETS Shop**. This should be located in the end saloon of a car near the middle of the train. The range includes cans of soft drink, packets of crisps and lollies. Some Society merchandise is available if you would also like a souvenir of the day from the **SETS shop**. Please ask a blue-shirted SETS volunteer if you need directions to this car.

Toilet Facilities

Being suburban stock, **toilets are not available on this train**. Station facilities are expected to be open at the longer stops such as Concord West, Olympic Park, Emu Plains, Westmead and Liverpool. Please note that time at these stops is very limited.

Finish Times

The Scheduled set-downs commence at **Central** (early) at **17:19 pm**, thence **Central** (again) at **18:21 pm**. The train trip finally concludes at **Strathfield** at **18:36 pm**. However, in accordance with the Society's train operation policy of giving priority to covering our scheduled itinerary, these times should be considered approximate only and should not be relied upon to plan close connections.

Photostops

Extended station stops for photographing the train have been allowed at Hornsby, Concord West, Olympic Park, Emu Plains, Westmead, Liverpool, and Regents Park. Please refer to the timetable for details.

1. At the photostops, the train will stop at the start of the platform to allow those wishing to take photos to alight from the front of the train and walk to the far end of the platform to form a photo line.
2. The train will then slowly move forward to the end of the platform and stop to enable everyone to reboard the train.
3. Please reboard the train as soon as possible at the conclusion of the photographic session to prevent delays being incurred.

Patrons are requested to remain well clear of the train when it is carrying out this movement. At photographic stops it is requested that everyone **remain within the normal passenger confines** of the Station and **do not leave the platform where our train is**.

Please note: Whilst efforts will be made to follow the above procedure, we note this may not always be possible due to late running or other circumstances beyond our control.

We hope you enjoy your day and we thank you for your patronage.

Sydney Electric Train Society Inc. HB 20/07/2019

Today's Train - Car Histories - Double Deck Cars to be preserved by Sydney Trains:

C 3805 (car not in train just for record) - The world's first production stainless steel Double Deck power car was delivered from Commonwealth Engineering at Granville on 4th April 1972, entering service onto 10th May 1972 on set S 11. This car featured in SETS' Double Decker History Tour in February 1998, underwent a City Decker refurbishment at A Goninan & Co the following month and was retired off set S 146 on 22nd November 2013.

This car is retained by Sydney Trains as part of the State collection and resides at Eveleigh Carriage Works. It is to be open for static display, most likely at NSW Rail Museum in Thirlmere NSW.

T 4961 – This trailer standard car was delivered from Commonwealth Engineering on 7th April 1976 and entered service on to set S 38 on 14th April 1976. This carriage is an example of the Mark 1 standard trailer cars built by this company which featured two motorised ventilation fans on the carriage sides (the Mark 2 cars had an additional fan fitted to increase ventilation of the carriage).

During its operating life, this car was one of twenty carriages to be fitted with digital surveillance cameras were sections of the wall panels throughout the cars was removed to have a CCTV camera installed and then masked with dark Perspex panels. The recording equipment for the CCTV was located under a seat adjacent to the staircase at one end and is covered by a white box.

This carriage underwent its City Decker refurbishment at A Goninan & Co in early 1996 as part of the first set to be completed in stage two of the contract. This car was retired from service off set S 56 in May 2019. This car is retained by Sydney Trains as part of the State collection.

T 4013 – This carriage was delivered from Commonwealth Engineering at Granville as Driving Trailer D 4013 on 22nd February 1974 and entered service on 22nd September 1974 on to set S 23. This car is an example of ten Driving Trailers that were built with a small crew compartment without side doors for the train crew to separately enter and exit the train. It was this issue that saw these ten carriages banned from being a leading or trailing car on revenue services immediately after they performed their commissioning test runs. Whilst these carriages were in dispute, many were stored brand new at Flemington MC for quite some time before entering service.

This carriage was one of four of its kind which were used for locomotive hauled commuter services on the South Coast between 1983 and 1985 before electrification was completed. The cars were hauled by 48 class and occasionally other classes of locomotive on services between Port Kembla and Scarborough with batteries for lighting and PA System being housed in the driver's compartment. This carriage is retained by Sydney Trains.

T 4013 was given a City Decker refurbishment at A Goninan & Co in August 1996 and the crew compartment was removed and replaced with additional passenger seating as part of this project. This car was retired off set S 100 on the final evening of S set service, Friday 28th June 2019. It is retained by Sydney trains as part of the State collection.

C 3862 – This carriage was delivered from Commonwealth Engineering at Granville on 10th December 1973 and entered service on 14th December 1973 on to set S 13. This carriage is an example of a second series Power Car which was built to a different design from the first series carriages to minimise costs to the manufacturer and purchaser. These cars have a flat end at the number 1 end (pantograph end) as opposed to the tapered end on the first series cars and no reverser isolation tap. This car was used for a short - lived trial of an illuminated route indicator as well as a Guards blue light above the crew compartment side doors in 1975.

In February 1976, this car was involved in a shunting accident at Horsnby Maintenance Centre which resulted in it sustaining a broken back. It was rebuilt at Commonwealth Engineering and returned to service in 1979. As part of this rebuilt, its original Commonwealth Engineering builders plates were replaced by the newer Comeng builders plates being used at the time.

During its operating life, this car was one of twenty carriages to be fitted with digital surveillance cameras were sections of the wall panels throughout the cars was removed to have a CCTV camera installed and then masked with dark Perspex panels. The recording equipment for the CCTV was located under a seat adjacent to the staircase at one end and is covered by a white box. C 3862 was given a City Decker refurbishment at A Goninan & Co in November 1997 and retired off set S 56 in early June 2019.

This car holds the record of being the longest serving carriage in the S set fleet, with 45.5 years of providing service to the travelling public. It is retained by Sydney trains as part of the State collection.

C 3765 – This carriage was delivered from Commonwealth Engineering at Granville on 9th May 1980 and entering service on 21st May 1980 on to set S 35. This car is the last suburban power car built by Comeng with all orders of new carriages from 1977 onwards being awarded to A Goninan & Co at Broadmeadow. During the life of the production line for suburban cars at Comeng, continuous improvements were made to the design but almost never retrofitted to earlier produced cars.

This carriage is an example of cosmetic changes that were introduced with the final order, the most significant being the wall around the small window behind the crew compartment being made flush with the wall encompassing the sliding door pocket and the fiberglass surround around the small window which is not featured in older cars. Externally the cars were fitted with blue Guards lights above the crew doors when new and the filler for the window washer bottle for the driver's windscreen was built into the headstock and features a cap on a chain to prevent dirt and foreign object ingress. If featured as part of SETS' Double Decker History tour in February 1998. C 3765 was refurbished at A Goninan & Co in March 1998 and retired off set S 28 in late June 2019. It is retained by Sydney trains as part of the State collection.

T 4050 – This carriage was delivered as Driving Trailer D 4050 from Commonwealth Engineering on 11th July 1977 and entered service on 18th July 1977 on to set T 28. This carriage was used as part of an inspection train of the Eastern Suburbs Railway as far as Kings Cross with scrapped power car C 3954 with both being hauled by locomotive 7343 on 5th December 1977.

This car is an example of the midlife refurbishment of NSW Double Deck rolling stock that was undertaken in the 1990's. T 4050 was originally refurbished in 1993 in house at Elcar workshops at Chullora and again at A Goninan & Co in May 2001. In the In house refurbishment this carriage recieved a thick blue stripe between the upper and lower decks, white external car numbers, retained the crew compartment and had the interior walls repainted white with glass partitions installed in the vestibules, Another feature was the installation of help points in the vestibules which have since been plated over.

In its second refurbishment, the crew compartment and the remaining equipment was fully removed and additional seating was installed. The interior of the car was repainted, floor coverings were replaced and seats modified and reupholstered. Externally the car was blasted clean, blue stripes removed and signage renewed and pin stripes added. It is possible to see where the help points are located on this carriage in both vestibules, a legacy to the era in which refurbishment work was done in house.

This carriage was retired off set S 28 in late June 2019 and is retained by Sydney trains as part of the State collection.

T 4150 (car not in train just for record) – This carriage was manufactured by A Goninan & Co and delivered to NSW Railways on 9th May 1980. This car is the State's electric train link to the Royal family. On 27th May 1980, Queen Elizabeth II declared Bankstown a City before boarding this carriage for a trip to Martin Place for a civic event. This carriage was especially altered with some seats in the top deck removed and carpet laid to provide a more comfortable ride. The seats in either end of the top deck were replaced with tables and there were cabinets built inside the end saloons behind the partitions. The four cars in the consist of this train had large black car numbers that were separate to the fleet numbers externally.

This carriage is retained by Sydney Trains as part of the State collection but was almost lost to the scrappers, only being rescued and hauled back to Flemington MC after it had been stored at Enfield Yard and then later transferred to the scrap sidings at Chullora. This carriage was given a City Decker refurbishment in February 1998 and retired off set S 131 on 13th August 2012.

T 4101 – This carriage is the first Trailer carriage manufactured by A Goninan & Co as part of their first venture into manufacturing Double Deck carriages for NSW Railways. It was delivered from the manufacturer to NSW Railways on 20th December 1978 and placed into service on 22nd December 1978 on to set S 55.

This car is an example from the first ten Trailer cars that were built with square shaped motorised ventilation fan covers on the carriage sides between the upper and lower decks before they were changed to a circular shaped that was built into the steel sheeting. This car is also one of two trailer cars built with the lower deck gondola rivetted to the body before this method was changed to spot welding.

This carriage was a part of the consist off the official eight car train to open the Eastern Suburbs Railway on 23rd June 1979, and recently participated in the 40th Anniversary celebrations for that rail line. On 20th December 1994 this car was in the consist of an eight car S set that was involved in a major shunting accident in Platform 2 at waterfall station. It sustained only minor damage in this accident but was quickly fixed and returned to service. It was given a City Decker refurbishment in January 1997 and retired off set S 28 in late June 2019. It is retained by Sydney trains as part of the State collection.

C 3001 – This carriage is the first Double Deck suburban power car to be manufactured by A Goninan & Co and was delivered to NSW Railways on 20th December 1978 and entered service onto set S 55 on 22nd December 1978. With the closure of Tulloch Phoenix Ironworks at Rhodes in 1974, Commonwealth Engineering at Granville were left in a monopolistic position and NSW Railways wanted to see competitive pricing in their fleet modernization program.

A Goninan & Co had formed a licensing and technical assistance agreement with Pullman Standard Company in USA in 1975 and in 1977 were awarded the contract to build 150 S set cars. These cars were distinctive with more shallow fluting and the square shaped bodies, a step away from the tapered bodies that had become a tradition built into design of all previous models of electric cars purchased by NSW Railways.

This car was the rear carriage in the eight car consist that opened the Eastern Suburbs Railway on 23rd June 1979 and participated as the lead car to celebrate 40 years of the rail line's opening in June 2019. This car is an example of the first seventeen cars which were built with the bottom deck gondola bolted to the carriage body as opposed to being spot welded. This carriage also features square shaped motorised ventilation fan covers on the carriage sides between the upper and lower decks before they were changed to a circular shaped that was built into the steel sheeting. It also features gutterings above the crew compartment side windows and side doors that drop away at either end and this feature was discontinued and replaced with flat guttering after the first 20 cars were completed. This carriage was given a City Decker refurbishment at A Goninan & Co in September 1997 and retired off set S 64 in June 2019. It is retained by Sydney trains as part of the State collection.

Car notes by MMcG July 2019

SYDNEY TRAINS

SPECIAL TRAIN NOTICE NO. 2043 - 2019

TIMETABLE FOR SPECIAL TRAIN

**SYDNEY ELECTRIC TRAIN SOCIETY INC. (SETS)
“S-SET FAREWELL TOUR”**

**SYDNEY TERMINAL – HORNSBY – OLYMPIC PARK – EMU PLAINS
EMU PLAINS – LIVERPOOL – NORTH SYDNEY C.S. – FLEMINGTON C.S.**

SUNDAY, JULY 21

Run No.	881D	Run No.	881E
	Pass		Pass
Sydney Terminaldep	12 30	Hornsbydep	13 17
Wells Street	12 32		UM
	M	Thornleigh	13 21
Redfern	12 33	Epping North Turnback	13 27
Illawarra Junction	12 34		M
Macdonaldtown	12 35	Epping	13 29
Ashfield	12 39		UM
Strathfield	12 42	Eastwood	13 32
	NM	Eastwood South Turnback	13 34
North Strathfield Junction	12 44	West Ryde	13 38
Concord West	12 46	Rhodes	13 42
Concord West junction	12 47	Rhodes South Turnback	13 44
Rhodes	12 48		XUR
West Ryde	12 49	Concord West Junction	13 46
Denistonearr	12 51#	Concord Westarr	13 48#
Dodep	12 53	dodep	13 58
Eastwood	12 55	North Strathfield	14 00
Epping	12 57	North Strathfield Junction	14 02
	M	Homebush	14 04
Epping North Turnback	12 58		
Cheltenham South Turnback	12 59	Forms	14 04
Thornleigh South	13 05		881F
Thornleigh	13 06		
Hornsbyarr	13 12		
Forms	13 17		
	881E		
		Run No.	881F
			Pass
		Homebushdep	14 04
			G
			DG
		Flemington Markets	14 06
			DHBE
		Flemington Car Sidings Junction	14 07
		Flemington Goods North	14 09
			L
			OUTR
		Olympic Parkarr	14 12
		Forms	14 26
			881G

Run No.	881G	Run No.	881J
	Pass		Pass
Olympic Parkdep	14 26	Liverpooldep	16 33
Flemington Goods North Turnback	OUTR	Liverpool North Turnback	XUM
	14 28		16 34
Flemington Goods North	DHBW	Warwick Farm	16 35
Flemington Goods Mid	14 29	Cabramatta	16 39
Flemington Goods West	14 30	Villawood	16 43
	14 31	Leightonfield	16 44
	XM	Sefton Park Junctions	16 47
Lidcombe	14 32	Regents Parkarr	16 48#
Auburn East Junction	14 33	Do	16 54
Auburn	14 34dep	
Clyde	14 35	Lidcombe	XS
Granville	14 36	Rockwood	17 00
	WS	Flemington Car Sidings Junction	17 01
	S		17 02
Parramatta	14 38		XM
Westmead	14 40	Homebush	17 05
Seven Hills	14 46	Strathfield	17 06
Blacktown Junction	14 48	Ashfield	17 10
Blacktown	14 48	Macdonaldtown	17 14
Blacktown West	14 50		XS
St Marys	14 59	Illawarra Junction	17 16
Penrith	15 06	Redfern	17 17
Penrith Turnback	15 07	Wells Street	17 17
	XUM	Centralarr	17 19
Emu Plainsarr	15 09	Forms	17 20
			881K
Forms	15 19		
	881H		
		Run No.	881K
			Pass
Run No.	881H	Centraldep	17 20
	Pass		SH
Emu Plainsdep	15 19	Tivoli West Crossovers	17 21
		Wynyard	17 25
Penrith	15 21	Wynyard Turnback	17 26
Penrith Up Turnback	15 22	North Sydney	17 31
	S		NECK
St Marys	15 27	Wavertonarr	17 33
Blacktown West	15 37	Forms	17 40
Blacktown	15 39		881L
Blacktown Junction	15 40		
Seven Hills	15 42		
Westmeadarr	15 50#		
do.....dep	15 59	Run No.	881L
	XM		Pass
Parramatta West Turnback	16 02	Wavertondep	17 40
Parramatta	16 03		NECK
	WM	North Sydney Car Sidingsarr	17 43
Parramatta East Turnback	16 04	Forms	881M
	YL		17 50
Y-link	16 05		
	S		
Merrylands	16 08	Run No.	881M
Fairfieldarr	16 15#		Pass
dodep	16 18	North Sydney Car Sidingsdep	17 50
Cabramatta Junction	16 21	Wavertonarr	17 53
Warwick Farm	16 24	Forms	881N
Liverpool North	16 25		18 02
	X3RD		
Liverpool	16 26		
Forms	16 33		
	881J		

Run No.	881N
	Pass
Wavertondep	18 02
	NECK
	XUSH
North Sydney	18 05
North Sydney Turnback	18 07
Milsons Pointarr	18 08#
dodep	18 10
Wynyard	18 15
	XL
Centralarr	18 21
Forms	18 23
	881P

Run No.	881P
	Pass
	L
Central.....dep	18 23
	XS
Wells Street.....	18 25
Redfern.....	18 26
Illawarra Junction	18 27
Macdonaldtown	18 28
Ashfield	18 33
Strathfieldarr	18 36
dodep	18 37
----- EMPTY TRAIN -----	
	XM
Homebush	18 40
	DHBE
	ARRL
Flemington Car Sidings Junctions	18 43
Flemington Car Sidingsarr	18 45
----- STABLES -----	

STN Timetable rendition by Thomas Bulic – July 2019