Sydney Electric Train Society Inc.

Seaside Interurban Tour

Saturday 3rd September 2022

On behalf of the committee of Sydney Electric Train Society, I would like to welcome you aboard the "Seaside Interurban Tour".

This tour is the result of several months of planning and has had a few destination and date changes to fit in with Sydney Trains' network maintenance schedule.

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:

Friday, 28th October 2022 will mark the 45th anniversary of the entry to service of the production Double Deck Interurban trains for NSW Railways. These carriages, known as Series 2, came in the form of 30 cars made up of 16 DCM coded power cars (8021 – 8036) and 14 DCT coded driving trailers (9031-9044).

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

Most 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 ultra - modern new electric trains to be identified as D sets. Due to this planned replacement, the V sets only have a limited time remaining in normal revenue service. V sets are no longer operated to the South Coast and this trip relives that past operation. This trip has also been organized to celebrate the excellent service the 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 Rail Corp 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.
- Again 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**.

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.

TICKETS

After our departure from Central, 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 clash with another heritage train needing to shunt for provisioning at Kiama, no lunch stop is being provided. We apologise for this.

REFRESHMENTS AND SETS MERCHANDISE ON BOARD
However a range of drinks and snacks are available to purchase on the train from the **SETS Shop**. This should be located in the end (mid) saloon of a car near the middle of the train. The range includes cans of soft drink, packets of crisps, biscuits, limited sandwiches and lollies. Some Society merchandise is available if you would also like a souvenir of the day from the **SETS shop**.

A FEW RULES TO KEEP IN MIND:

Please respect and follow all instructions from Sydney Trains 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.

COVID-19 MASKS MUST BE WORN The virus is still with us and currently kills about 20 people per day in NSW. In accordance with government health regulations, it is a requirement for all passengers on our train to wear masks covering the mouth and nose whilst on-board our charter train, except when actually drinking beverages or consuming food. We note all the cars on this train are air-conditioned, so any air-born virus can be circulated via the air conditioning systems. Even if you are of younger age, beware of picking up the virus at a public event such as this, and then passing it on to older relatives, who may not survive a COVID infection. ***We thus strongly recommend you wear a mask as per the rules to protect yourself and others while you are on our train.***

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

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 TAKE YOUR RUBBISH 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. If you wish to use a station toilet at a photo-stop, we ask passengers to either take photos or use the toilet on the station as required but not both due to the limited time at each stop.

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

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

The Committee,

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