

Minimodels

Imported by: Minimodels Pty. Limited
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SYDNEY SUBURBAN ELECTRICS

Minimodels, Parramatta take great pleasure in presenting their 'All-Steel' Sydney Suburban Electric train set. Our HO scale model faithfully represents the rolling stock originally built in 1925 that still runs today on the Sydney System.

The Sydney Suburban 'All-Steel' cars were designed for the electrification of the Sydney rail system with the plans being first laid down in 1924. These 'All-Steel' cars replaced the former wooden coaches that had been steam hauled around the suburban lines that continued to be used during the early days of electrification.

With little or no expertise in Australia at the time to build electric traction motors and carriages, the contract was given to Leeds Forge in England. The first 50 bodies were built at the Leeds Forge yard and after shipping, the bogies and motors were fitted and assembled at Clyde and Eveleigh. The original order was placed in 1924 under the direction of the then Chief Mechanical Engineer, N.S.W. Government Railways, Ernest Edward Lucy.

The new 'All-Steel' cars offered greater passenger capacity and comfort for the expected increase of passengers during the 1930's. The power car has seating for 79 with 81 in the trailer cars. This was later changed to provide 83 seats in the trailer or 79 with the guard's compartment configuration. After the first 50 cars were assembled, others were built at the Government Dockyard, Walsh Island, Newcastle and the Clyde Engineering Company works.

On the 1st of March, 1926 with only a modest 18 kilometres of 'electrified' track, the first electric train ran from Oatley to Central, with the underground line to St. James being opened in December of the same year. Power cars C3102, C3107, C3104 along with trailer cars, T4302, T4312 and T4305 were part of the first train from Oatley on the opening day and by the end of the year the electrification of the Sydney system was progressing in leaps and bounds. The Sutherland, National Park and Bankstown lines were operating by Christmas 1926, while on the other side of the harbour the line from Milson's Point to Hornsby was commissioned on the 15th August, 1927.

In August, 1928 the electrified system was extended to Homebush which allowed further work to be completed on the Strathfield/Hornsby line by the 21st January, 1929.

Also that year, there was much progress with commissioning the line to Parramatta, Liverpool via Granville and Regent's Park.

Electric trains started using the Central to Wynyard tunnel in February, 1932 and with the opening of the Sydney Harbour Bridge on 19th March, 1932 the link between the North Shore and the rest of the Sydney suburban system was complete.

Despite the more recent introduction of double decker electric carriages, the 1924-25 cars are still in use, referred to as 'Red Rattlers', due to their Tuscan red finish and harsh ride. The first cars were finished in Tuscan and Russet but over the years have seen many changes in colour scheme.

The original cars were 19.399m (63ft 7 3/4in) over the couplers and 18.745m (61ft 6in) overall body length, with a width of 3.185m (10ft 5 3/8in) and a height, excluding the pantographs of 3.924m (12ft 10 1/2in) and weighed approximately 50 tonnes.

Over the years these measurements varied marginally and more information can be found in the ARHS publication, 'Electrification of Sydney and Suburban Railways' or the SRA archives.

A total of 252 power cars numbered from C3103 to 3250 and 247 trailer cars in two batches from T4051-4056 and T4301-4542 were built to the 'All-Steel' suburban specifications.

The cars in this set are unnumbered allowing you to choose your own series and era.

This information by courtesy of Gordon Sinclair,

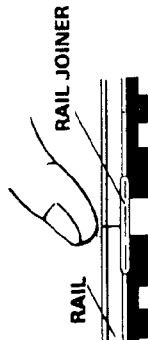
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TRACK ASSEMBLY

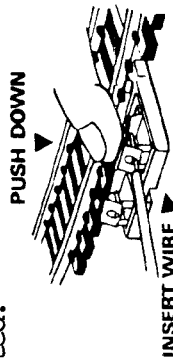
Individual rails are fitted with rail joining clips called fish plates. To assemble, slide tracks together on a flat surface.



Run finger over each track connection to make sure each rail joint is smooth and tight.

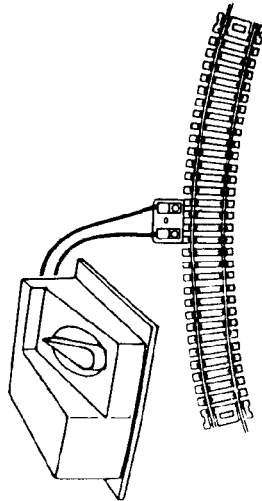


Fixing holes are provided in track bases for fastening to a base board if desired. Use Lima track pins 0003. Do not fasten down tightly as the base may become distorted.



ELECTRICALLY OPERATED

The power controller will get slightly warm when in use. Stand it on a smooth, hard surface - not on carpet. Always disconnect from the mains when not in use.



Overloading your power controller will cause the thermostatic circuit breaker to shut off power. In such case, pull the plug, reduce the load and after about 2 minutes the train is set to go again.

RUNNING-IN AND MAINTENANCE

Please Read Carefully Before Using The Trains

(1) MOTOR CAR:

We suggest before using the car to lubricate gears inside bogies, to do this just turn cars upside down, this will allow you to see the gears. Use a drop of light oil or spray oil. This procedure may have to be repeated periodically. Of course the axles of all cars need lubricating from time to time.

(2) TO TAKE THE UNITS APART MOTOR CAR

OR TRAILERS

Use a blunt knife or similar object, carefully slip this between the body and chassis and slide carefully to either end of the car - gently prise apart. Do not use force or prise the clear lugs.

(3) PANTOGRAPHS:

To raise the Pantos squeeze one side lightly inwards, this will release the catch, the other side will then come out easily. To lower, do this operation in reverse.