

# NEW SOUTH WALES NEWSLETTER



ENGINEERS  
AUSTRALIA

**RTSA**

Railway Technical Society of Australasia  
NSW Chapter  
Mail: PO Box 6238, Kingston, ACT, 2604

**APRIL 2008**

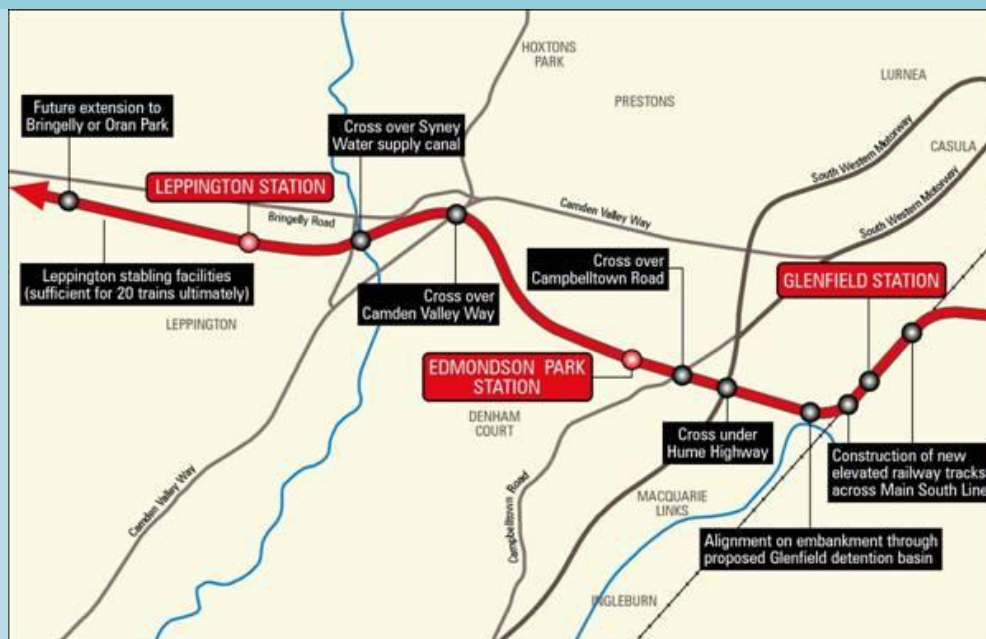
**NEXT RTSA NEW SOUTH WALES CHAPTER MEETING**

**Wednesday 7<sup>th</sup> MAY**

**11.30 for 12.00 in the**

**CENTRAL STATION - CONCOURSE MEETING ROOM**

**(next to Lost Property, opposite platform 2)**



## **SOUTH WEST RAIL LINK PROJECT UPDATE**

**STEVE ALLDAY, Senior Project Manager, Rail Systems** will give a presentation on progress on the proposed south west rail link between Glenfield and Leppington.

In June 2005, the NSW Government announced it would invest over the next 15 years to develop the Metropolitan Rail Expansion Program (MREP). One element of that was the new rail infrastructure referred to as the South West Rail Link (SWRL) which runs from Leppington in the West and joins the existing live corridor at Glenfield Junction, requiring additional track configuration connecting to the East Hills Line.

This talk gives an overview of the project, its objectives and the progress made to date.

As is the custom sandwiches and light liquid refreshments will be available from 11.30, prior to the formal meeting, allowing both time for 'refuelling' and to meet some of your fellow railway people.

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## SPONSORSHIP



Catering for the meeting on 7<sup>th</sup> May has been graciously sponsored by PB.

PB (Parsons Brinckerhoff) provides world-class engineering for rail infrastructure, assets and systems internationally. PB is at the forefront of the industry in developing robust solutions for the future growth of freight and passenger rail. PB's rail team staff located throughout Australia and New Zealand includes experts in all aspects of railway engineering including: track, tunnels, bridges and structures, stations, stabling and maintenance depots and facilities; signalling and communications systems; traction power systems; rolling stock and operational modelling.

RTSA is very grateful for PB's support for our meeting.

## WORDS FROM THE CHAIR

To all those coming to the lunch time talks, thank you very much. We are very pleased with the numbers who attend these meetings – our last one on Earthing and Bonding was attended by 80 people. Thanks must also go to the speakers and their organisations for giving up their time.

The rail industry is experiencing phenomenal growth with opportunities for many new entrants. The RTSA is proudly a technical society and its pre-eminence is unquestioned in this area. Our initiatives, particularly CORE conferences and study tours, are deliberately targeted at the individual level for their development, enjoyment and networking. You will see many 'industry' conferences that have a price tag of up to \$2,500 for registration – RTSA events are normally only a fraction of the cost and very relevant to today's industry. The RTSA is a non-profit association (linked with Engineers Australia) and targets value-for-money towards its members.

On that note we are looking to increase membership. I encourage you to discuss RTSA membership to colleagues that are or want to be associated with the rail industry. Our membership increased 3% over the last six months, but there are many potential members who are still out there.

To respond to the new growth challenges in rail the NSW Chapter wants to broaden its appeal, and to identify to the emerging diversity profile entering the rail industry. This is really code for young members and women members. To this end I welcome Candice Ng as observer to the NSW Committee. I would like encourage younger members (and particularly women) to nominate as committee members in July. We look to the future and succession planning. We want the RTSA to be truly reflective of the age, and gender diversity both of the existing as well as the emerging profile. The idea of encouraging younger and women members who have energy and commitment, onto the NSW committee and to give responsibility for development of programs and initiatives that would appeal to younger members. At the same time, we would like to be able to facilitate younger members mentoring and development opportunities from experienced members.

There are possibilities to organise study tours and other events. It is really only limited to the imagination and energy and the rewards will be career long.

The NSW Committee sees the coming RTSA Metro Symposium as opening a window on an exciting new opportunity for rail which will be of interest to both established and younger members.

Turning to the Metro symposium, I would like to formally announce that the RTSA National Executive has given us the mandate to go ahead and hold this event. The one day event will be held in Sydney on 12

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November 2008 and will be called 'Metros – Future Rail for Sydney'. A sub-committee is working very hard and there is much excitement around it. Stay tuned for progress updates in the Newsletter, and by brochure, as the symposium planning is bedded down

Finally I would like to encourage members who are thinking about professional development, which may not be in an employer sponsored program, to consider the RTSA Professional Development Assessment Program (PDAP). This new RTSA PDAP has been designed specifically for the railway industry and it will provide a structured framework for training and for mentor support. The PDAP focuses upon the competencies gained during training and development and it will provide for benchmark assessments. The PDAP will also be a mechanism for the achievement of professional recognition, including Chartered status from Engineers Australia. Details including application forms can be found at our new web site <http://rtsa.com.au/professional-development/professional-development-assessment-program/>

Please join me at the next RTSA talk at Central Station the topic of the SOUTH WEST RAIL LINK PROJECT by Steve Allday.

### THE OBSERVATION POST

In the 42 months since ARTC took up the 'country' leases in NSW there has been something of a quiet revolution going on. With relatively little fanfare ancient monuments to inactivity have been swept aside, while considerable progress has been made on the upgrading projects that have been programmed into the current five year funding cycle. One area where very significant improvement has been, and continues to be, made is to do with enhancement of export coal capacity in the Hunter Valley.

Despite significant forebodings about climate change, and the contribution of coal combustion to that process, it will be quite some time before alternative energy sources can be developed, let alone deployed at a sufficient rate to satisfy the demand for global energy growth. So for now the buoyant demand for coal continues, with infrastructure capacity constraints limiting the volume of coal actually able to be delivered into overseas markets. *Coal capacity* in this context is determined by the least able of the mining / loading, rail infrastructure, rail haulage (train running) and port facilities.

Mining / loading is largely within the purview of the principal beneficiaries of coal exporting and is never likely to be a real constraint. The other three are (and have been) potential constraints to increased coal exports. Above rail capacity can be increased in relatively small increments (one train at a time) and if demand forecasts are consistent should be able to closely align to capacity requirements with little difficulty (although recent evidence suggests otherwise!). Port capacity on the other hand generally involves large step increases, requiring very substantial investment and long lead times for each advance in capacity. Rail infrastructure falls somewhere between the two yet seems to cop a caning whenever there are difficulties in meeting demand, despite the fact that it is often other primary issues in the coal chain that are deficient.

ARTC took up management of most of the NSW country rail network (under different arrangements for different parts of the system) in September 2004. Not unexpectedly there was a superficially quiet period following while detailed strategic plans were developed for the north – south corridor and the Hunter Valley, with quite detailed documentation being posted during 2005 on the ARTC website once these plans were formulated.

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In effect it was early 2006 before real 'on the ground' work started to appear. First off the rank (and the only one that predated completion of the strategic plan) was the Sandgate grade separation, allowing unimpeded separate operation of the coal lines and main lines at this key junction. Later in 2006 track speeds for 30 tonne axle load trains (120 tonne coal trains) were raised from 60 km/h to 80 km/h on the approach to Nundah and Minimbah Banks – a move that reduced train headways in the Hunter Valley by around 3 minutes to provide a gain in capacity of around 15%. During 2007 extended crossing loops were completed at Muswellbrook, Togar, Murulla and Werris Ck while a completely new loop was provided north of Gunnedah station.

This year a number of key projects will come to completion with the majority already contracted or out to tender. Duplication between Antiene and Grasstree, Ulan line CTC (already operational to Coggan Ck), new loops at Mangoola, Rylstone Rd and Wollar on the Ulan line, extended loops at Ardglen, Willow Tree, Breeza, Curlewis, Emerald Hill and Boggabri along with CTC from Werris Ck to Gunnedah (extending to Narrabri in 2009) are projects that should be operational by year end.

Work planned for 2009 and 2010 will more or less complete the initial phase of coal capacity improvement, although continuing capacity enhancement will still be required as long as the coal market remains buoyant. Projects due for completion by late 2010 include bi-directional signalling Maitland to Branxton, Minimbah Bank 3<sup>rd</sup> track, rebuilding Newdell Junction, completion of St Heliers – Muswellbrook duplication with some bi-directional signalling, re-signalling Allandale Bank for 8 minute headways and two more new loops on the Ulan line. The plan beyond 2010 foresees a number of new and extended crossing loops both north and west of Muswellbrook, along with short duplications on both lines heading out of that location, a Minimbah to Maitland 3<sup>rd</sup> road, a Werris Ck bypass and a new Liverpool Range alignment. It might also be assumed that the advanced train control (ATMS) system would become part of the Hunter Valley upgrading when it becomes operational.

The end result of these projects will be to increase in rail capacity for export coal from around 85 mtpa to over 200 mtpa in a period of around 6 years, a dramatic turnaround from the time not so long ago when rail was largely the constraint. Of course, as alluded to early in this piece, there are other factors that can act as a brake on system capacity. Newcastle coal port plans envisage something in the order of 160 – 170 mtpa when the new port being built by NCIG comes to full production in a few years time, with nothing yet announced beyond that.

Above rail capacity has a somewhat shorter lead time (and therefore has acquisition plans that are more immediate than port expansion), but existing orders for locomotives and wagons by Pacific National should at least get capacity in that sector ahead of immediate demand.

It is notable that all coal wagon deliveries (for both PN and QRN) for the last 15 years or so have been for 30 tonne axle load (120 tonne) wagons. At this stage the line beyond Muswellbrook (Dartbrook) through to Narrabri is restricted to 25 tal (100 tonne) wagons and, until recent loop extensions were completed, trains were limited to 42 wagons. Longer loops will, in time, lead to longer trains (around 75 wagons?) provided that operations over the Liverpool Range (prior to realignment) can be managed, but this still leaves the longest distance export coal haul using lowest capacity trains. These trains occupy the same paths as much larger '120 tonne' train on the busier line section south of Muswellbrook so are a constraint to achievement of full line capacity. At some time in the future standard 30 tal operations will need to be extended northwards to the Gunnedah coal fields, unless the cost of retaining relatively inefficient coal trains and dual coal fleets is less than the cost of infrastructure upgrading over this section. In fact it will presumably only be a matter of time before concrete sleepers are extended northward from Muswellbrook once manufacturing capacity is

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released following completion of the north – south corridor project, so the main axle load issue probably lies with the under-track structures.

The issue of a consistent coal network axle loading would seem to be a residual conundrum in the export coal capacity picture in the Hunter Valley.

## **AN APPEAL**

There are a multitude of activities and developments happening within our industry, in part highlighted by the editorial item this month. Issues ranging from the high level (policy and the like) down through major construction and acquisition to relatively minor matters that often go completely unrecognised and unreported (the meeting item reported this month on 'Earthing and Bonding' is a case in point) are all part of our industry and in most cases are only known in detail by relatively few of us.

Although have a fairly full book of syllabus items for the next few meetings we are always on the lookout for interesting and varied topics for meetings later in the year and beyond. Basil has done a great job in getting an interesting and varied program up over the last 12 months, but he would welcome any, all or more bright ideas from members. So if you have a pet topic, or are overcome with curiosity about something of interest in the rail domain, then contact Basil at [basil.hancock@railcorp.nsw.gov.au](mailto:basil.hancock@railcorp.nsw.gov.au) and let him know your thoughts.

## **LAST MEETING:** Reporter – Malcolm Cluett

**David Stuart-Smith, Chief Engineer, Electrical Systems, Railcorp** gave a very interesting presentation to the April members meeting on the topic of **Earthing and Bonding**

David said that 1.5kV DC systems are now unique to the railway industry.

- Earthing is for Lightning and AC Power faults
- Bonding is for DC Traction current faults

There is only one bond per structure.

The purpose of earthing and bonding is to ensure the safety of personnel and equipment in the event of a lightning strike. This could be persons touching, or near, electrical equipment during the strike. (This could be a direct strike or a near strike.)

The principle of lightning protection is to provide a low-impedance path to earth. The lightning strike should not be transferred to other systems. (Communications, Signals, etc).

Photos were shown of a SCADA cubicle and electrical switches, which had been severely damaged by a lightning strike.

A video was shown of a direct lightning strike on the pedestrian overbridge at Heathcote railway station. This remarkable footage was captured by the CCTV cameras, and luckily no-one was hurt (as the platform was crowded with school children returning home). The lightning bolt led to fires in ancillary electrical cabinets mounted on the bridge. There was also prolonged arcing from the overhead wires, through the ionised air, to

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the bridge structure, though this ceased eventually. After a few minutes, an electric train arrived as though nothing had happened. (This footage is available on the Railcorp Intranet.)

Power Faults fall into two categories:

- Breakdown of insulation.
- Falling conductors

These need a low-impedance bonding path of adequate capacity to earth .

## **Bonding**

Traction rails are NOT EARTHED. Reduced leakage current can be achieved by good track insulation (particularly good drainage and clean ballast).

The tracks in the Sydney area have been much improved in recent years, compared to the early years of the Sydney system. However tracks in depot areas are generally not so good in terms of preventing traction currents from escaping into the earth.

Loop resistance of the bonding circuit must be low enough to detect the difference between normal traction currents and fault currents.

There can be a sensitivity problem if a circuit breaker is connected to long conductor loops.

If there is a risk that a structure could carry a traction current, it should be bonded (with a spark gap in series) to the rails. An alternative device to a spark gap is a cartridge unit with a brass/mylar insert (which remains conductive after a fault current ceases). A spark gap will return to open circuit after the fault current ceases.

Lightning Strikes are more of a problem in exposed areas, such as the Blue Mountains. Maintenance crews continually patrol the system checking the integrity of the bonding connections.

## **Galvanic Currents**

In areas where galvanic currents are a real problem (i.e. where there are buried high-pressure steel gas pipes) there are re-settable remote indicating devices. These need their own power supply and SCADA connections.

There should be a diode in the drainage bond (near buried gas pipelines) to prevent return currents.

## **New Overhead Structures**

A slide was shown of the new Overhead Wire supporting structures at Chatswood station. These are of a new design, and the drop-verticals are insulated from the stanchions, and separately earthed.

**Overhead Bridges** – should not have traction wires attached to the underside (if it can be avoided).

**Bridge Bonding** – stray DC currents can lead to rapid corrosion of steel in reinforced concrete structures. Services on bridge (water, gas, electricity) can complicate matters, as they would be separately earthed.

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Photos were shown of an overbridge at Waverton that was damaged due to strong leakage currents in the handrails. Sparks were seen coming from a gap in the handrail.

If an earthed item is too close to a bonded item, there can be problems.

If two earthing electrodes are in the path of a stray current, and interconnected, they can be corroded rapidly. Their integrity as a good earth is then compromised.

Railcorp earthing points are always local. There are HV and LV earths.

Occasionally there is an inadvertent connection to earth. (ie, a Spark Gap structure)

There is a risk analysis of the touch distance between electrical masts. Normally they are laid out so that one person cannot touch a mast and another structure at the same time.

## **Questions from the floor –**

**Q.** What are the similarities and differences with 25kV AC traction systems and the DC system in the presentation?

**A.** The electrolysis problem is non-existent. There would be other problems, though. Fault current limits would probably be lower.

**Q.** What are the earthing arrangements for the “Shore supply” to stationary trains.

**A.** These are earthed to rail at the Star Point.

**Q.** (relating to electrified single lines). If the rails are cut (say during renewals) and an electric train is drawing current in the isolated section, what prevents a dangerous situation for the track workers?

**A.** There are rules and procedures for cutting the path of the return current in all situations. For example, temporary bonding could be applied.

**Q.** What happens if a member of the public sees an electrical fault ?

**A.** Members of the public should report faults to Telephone Number 000.

## **GOING GANGBUSTERS**

Philip has sent in a snippet with recent suburban rail passenger growth numbers across the country. While a little dated these show quite dramatic growth in some cities but rather indifferent growth in others:-

In the five years to June 2007, suburban rail passenger numbers have all grown –

Melbourne	up 34 per cent
Brisbane	up 28 per cent
Perth	up 15 per cent
Adelaide	up 9 per cent
Sydney	up 2 per cent
Aggregate	up 14 per cent to 563 million

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Late news from south of the border (the M place) indicates that the metropolitan rail network there is now running at the equivalent of just under 190 million passenger journeys p.a., exceeding quite handsomely the previous highest of around 174 million recorded back in 1949/50. Even more dramatically the number of rail passengers has risen to more than double the number carried just 25 years ago. This low point was just prior to the introduction of the simplified multi-modal fare system in Melbourne. Some lines in Melbourne have recorded growth of over 30 % in the current year, aided to some extent by a further simplification of fares that resulted in reduced fares in outer zones, and no doubt propelled, as all public transport has been, by high petrol prices and growing congestion on the roads.

Added to this new found passion for suburban rail travel is the extraordinary growth in passenger numbers on the V/Line (regional) network – boosted by the Regional Fast Train upgrading and new high performance rail cars, there was a recorded 30% jump in passengers in 2006/07, and it would seem that this has continued on at a heady rate in the current year.

Brisbane is also recording very significant recent growth in passenger numbers, with figures of 7% to 10% p.a. being quoted in various different contexts. There is little doubt that the Brisbane network will, in the not too distant future, have passenger numbers that exceed those in Melbourne at its 1980's low point. High voltage (modern) electrification coupled with north and south system extensions into new growth areas has been the driver for growth on this network, aided by rationalisation of the public transport fare system in more recent times. In fact shortage of train and track capacity would seem to be a constraint on faster growth in the northern capital.

Perth, fuelled by the combination of high performance electrification and cleverly designed new lines, has come from the brink of collapse to be the benchmark urban railway in this country. It too has all the indications of passenger numbers will reach numbers that just a few years ago would have seemed impossible. Early data from the Mandurah line (opened only 4 months ago) indicate an immediate jump of 10 million journeys p.a. with an expectation of continued rapid growth beyond that as travel habits and demographics adapt to the new order. There have been predictions that Perth will record as much as 1000 million passengers p.a. in the foreseeable future, a growth of something like 1000% from just 20 years ago!

The only two places where urban rail passenger numbers are growing at a rather sedate pace are Sydney and Adelaide. Although the linkage might be a bit thin, Sydney has by far the most archaic fare system of any place in the country and among the slowest point to point suburban trains, while Adelaide is the only city not to have electrified, and also has a city station somewhat remote from the city centre (much as Sydney did prior to the City underground in the 1920's).

### **MEETINGS**

The list of coming meetings is in tabular form toward the back of this Newsletter. This allows for more information and is more easily updated as events unfold. Basil Hancock has taken charge of this aspect of our services. Anyone with inspirations or bright ideas for future meetings should contact Basil at [Basil.Hancock@railcorp.nsw.gov.au](mailto:Basil.Hancock@railcorp.nsw.gov.au). Railways are an integrated mix of technology, operations and business, so potential topics from any or all of these disciplines would be most welcome.

Meetings are on the 1<sup>st</sup> Wednesday of the month at 12.00 in the large meeting room off the main concourse of Sydney Central (Steam) Station. The venue can be found in the North West corner of the main concourse opposite platform 2, next to the Lost Property Office.

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Late news has come in that the usual meeting room will not be available for our June and July meetings (it has been impressed into World Youth Day service) so we will have those meetings at Conference Room 1, Level 2, 477 Pitt St – just a block or two away. Navigation directions will be advised next month. Just be careful – if you front at the normal venue in June or July you may find yourself inadvertently dragooned into something you know nothing about!

## **COMING EVENTS**

**CORE 2008** will be held in **Perth between 7<sup>th</sup> and 10<sup>th</sup> September 2008**. Themes will be around high volume bulk freight and the integration of rail as part of the export supply chain, and rail in an urban environment and the issues of integrated planning of land use and transport as the core of successful public transport. Registration is due to open late this month, and there are some very interesting technical tours that will be coupled to the main conference, some of which are quite limited in capacity. The web site with all up to date information, and web based registration, is at [www.core2008.org](http://www.core2008.org).

**METROS – FUTURE RAIL FOR SYDNEY** is the title for a one day symposium being organised by the RTSA NSW Chapter for late this year. It is settled for **Wednesday November 12<sup>th</sup>** at the **Old Customs House (Circular Quay)**.

The basic plan is for a full day symposium (a bit along the lines of the Regional Rail Symposium in Wagga last year) which would have four themed sessions –

What is a Metro (and what is it not!!)

Sydney now and tomorrow (as a city)

Case Studies – the experience of other cities with Metros

Further Case studies, Panel Session, and a *What Would a Metro Network do for Sydney* wrap up

The venue has limited capacity, but to ensure members are able to get priority booking, there will be a period of a couple of weeks from the time of opening bookings before the symposium is thrown open to the wider interested public. Given recent events in this city we expect that we may well have a sell out. Bookings will open mid July for members.

There are a number of other interesting ideas being investigated in connection with the symposium and these will be revealed as they are confirmed

We will be looking for sponsorship – both to enable overseas speakers to attend and to enhance the symposium as a whole, while keeping the attendance cost at an affordable level. If any reader is interested in sponsorship, or knows an organisation which might be so inclined, they should get in touch with Andrew Honan or Bill Laidlaw (contact details see back page)

More details will be provided in coming months. Pencil **12<sup>th</sup> November** in your diaries now.

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### A LITTLE MYSTERY:

This editor is a bit of a plodder and on a recent four day outing in the bush came across a small mystery that might intrigue some.

Wilson's Promontory lies at the bottom of south-eastern Victoria – in fact South Point at the pointy end is the most southerly place in mainland Australia. Just to the east around the corner from South Point is a much larger rocky cape which has had a lighthouse perched upon it since 1859. This lighthouse was (and still is) quite remote from settlement at the time, but due to its strategic location at the junction of Bass Strait and Tasman Sea it was desirable it have good (for the time) communication with the outside world. So a telegraph line was forced through the bush, using hollow steel tubular poles and a pair of galvanised steel wires.



The pole line was more or less paralleled by a bridle trail, presumably for construction and later for maintenance. In time the Prom became a National Park (a very early one at that), but was still subject to some of the usual degradations, not the least being an access road to an original commando training camp (about 20 km north from the lighthouse) during WW2. This road was later extended toward the lighthouse, although never getting closer than a couple of km, and for much of the way not following the pole line. The telegraph line was abandoned some time ago (possibly 1960's) replaced by radio and other more modern systems, but the poles remain more or less in place as reminders of earlier times.

Walking the track following the pole line north from Roaring Meg (a charming creek, not a raging woman!) a couple of weeks ago I was intrigued to see that an original pole had been replaced by a length of rail – genuine flat bottom rail around 20 ft length and possibly 50 – 60 lb/yd. Two more such poles were later seen further north in more accessible locations. A piece of rail this size is not something that can be carried in over the shoulder, and in any case the nearest railway was at Fish Creek many kms north of the Prom. The latter day road is off to the east somewhere, and cross country from the road would be a bizarre access option. Why would a heavy rail be used to replace a light weight portable pole? Where did these rails come from and how did they get into these remote locations in the bush? I must admit I don't know the answers, but the obvious source of rail, from the Lighthouse landing place, has some pretty hairy problems in that the country to traverse to get to where the rail pole is standing is rugged stuff to say the least

The picture shows a line of tubular poles marching toward the upper left through the fire ravaged (2006) heathlands, not far from where the mystery rail was planted. Just to add to the fun the conical hill that is visible directly behind the near pole is in Tasmania!

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**FUTURE MEETINGS PROGRAM:** Meetings in black are confirmed; in red are tentative.

DATE	SPEAKER	TOPIC	LOCATION	TIME
Wednesday 4 June 2008	Ross Golotta, Interfleet	<i>"The Flinders Flyer"</i> The Leigh Creek Coal Train	Conference Room 1 Level 2 477 Pitt Street, Sydney 2000	11.30 for 12.00
Wednesday 2 July 2008	Freightlink	Review of Experience with the Alice Springs to Darwin Railway	Conference Room 1 Level 2 477 Pitt Street, Sydney 2000	11.30 for 12.00
Wednesday 6 August 2008	Daniel Thomson, RailCorp	AK Test Cars and Mechanised Track Patrol	Central Station Concourse Meeting Room	11.30 for 12.00
<b>September 2008</b>	<b>TBC</b>	<b>TBC</b>	Central Station Concourse Meeting Room	11.30 for 12.00
Sept 7 <sup>th</sup> – 10 <sup>th</sup> 2008	CORE 2008		PERTH	[CONFERENCE]
Wednesday 1 October 2008	<b>TBC</b>	<b>TBC</b>	Central Station Concourse Meeting Room	11.30 for 12.00
Wednesday 5 November 2008	<b>TBC</b>	<b>TBC</b>	Central Station Concourse Meeting Room	11.30 for 12.00
November 12 2008	Metros- Future Rail for Sydney		Old Customs House, Circular Quay	[SYMPOSIUM]
Wednesday 3 December 2008		Christmas Heritage Topic	Central Station Concourse Meeting Room	11.30 for 12.00

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### KEY RTSA SYDNEY CHAPTER COMMITTEE CONTACTS

Andrew Honan	Chairman	0407 921 152	<a href="mailto:ahonan@pacific.net.au">ahonan@pacific.net.au</a>
Bill Laidlaw	Secretary	0409 602 833	<a href="mailto:billaid@bigpond.net.au">billaid@bigpond.net.au</a>
Max Michell	Newsletter Editor	02 9331 5662	<a href="mailto:samrom@bigpond.com">samrom@bigpond.com</a>
Basil Hancock	Meeting Topics		<a href="mailto:Basil.Hancock@railcorp.nsw.gov.au">Basil.Hancock@railcorp.nsw.gov.au</a>

Tomas Magyla	Committee	Chris Venn-Brown	Committee
Arnold Aranjo	Committee	Trevor Moore	Committee
Andrew Mackay	Committee	Malcolm Cluett	Committee
Bob McCotter	Committee	Eddie Hawes	Committee
John Watsford	Committee		

### CONTRIBUTIONS TO THE SYDNEY NEWSLETTER

Part of the function of RTSA is to keep members in touch with what is going on in the industry and with each other and to that end we are only too happy to publish items of interest. Articles or editorial comment for Newsletter are very welcome. We have several hundred members locally some of whom have stories, events or developments of interest that could make an interesting item for Sydney Newsletter.

Contact details are –

The Editor, Max Michell, e-mail to [samrom@bigpond.com](mailto:samrom@bigpond.com), phone 02 9331 5662 or post to P.O.Box 279, Potts Point, NSW, 1335.

For all other matters relating to RTSA Sydney Chapter contact Bill Laidlaw (Secretary) or Andrew Honan (Chairman) as above.

### CPD CREDITS

**Engineers Aust members who attend RTSA meetings and events will qualify for CPD credits as per the Engineers Australia criteria. Members are responsible for recording their own CPD for audit.**

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