

# SYDNEY NEWSLETTER



ENGINEERS  
AUSTRALIA

RTSA

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

MAY 2006

## NEXT RTSA SYDNEY CHAPTER MEETING

Thursday 1<sup>st</sup> JUNE

FOR THIS EVENING ONLY THE MEETING WILL BE AT  
**ROOM 2, LEVEL 2 NORTH TOWER, 477 PITT St - very close to CENTRAL  
STATION, STARTING AT 17.30 (AS USUAL)**

Combined Annual General Meeting AND  
Presentation by Interfleet Technology –

## ROLLING STOCK PERFORMANCE IMPROVEMENT

Jason Groombridge, Senior Consultant with Interfleet Technology, will give a presentation on ROLLING STOCK PERFORMANCE IMPROVEMENT drawing on Jason's considerable experience both in UK Australia -

- why rollingstock performance is an important aspect of a modern railway
- how engineering tools and techniques underpin the measurement and management of performance
- how rollingstock performance is measured in a railway environment,
- detail some initiatives to deliver improved performance,

This presentation will be of interest to anyone involved in railway engineering generally, and those involved in the management of engineering system performance.

*Complimentary nibbles (finger picking good!) and networking from 17.30 prior to the AGM and Presentation starting at 18.00. Meetings generally finish between 19.00 and 19.30, allowing attendees to get home at a sociable hour.*

Why not come along to an RTSA meeting (where you will be most welcome) and broaden your horizons in the industry that employs you and/or that you are keen to support. Even better consider joining RTSA (you do not have to be an engineer to be a member) and enjoy the full range of services provided by the association. Contact is at the mail address (above) or at [www.rtsa.com.au](http://www.rtsa.com.au) or by ringing Bill Laidlaw on 0409 602 833

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## **ANNUAL GENERAL MEETING**

The AGM should not take up much of the evening, being in part a formalisation of what is going on in any case. However one aspect that is important is selection of the management committee for the coming year. This year two long standing committee members are standing down (for personal reasons) which provides the opportunity for some new blood. The task of committee person is not onerous – committee meetings are held prior to normal meetings and involve each committee person in taking on some sort of not very onerous role. Probably the key attribute is to be quite enthusiastic about doing something positive to support rail technology, and via the lobbying activity of the RTSA to contribute to the well-being of rail as a whole. Don't worry if you don't know many members or committee persons at this stage – just allow your boundless energies take over and nominate yourself. Nominations should be submitted as soon as possible – the call for nominations was sent out by Nina Lenz a week or so ago but if in doubt contact Chairman Bill Laidlaw as soon as possible on 0409 602 833.

## **JUNE 1<sup>st</sup> MEETING – IN MORE DETAIL**

Speaker: Jason Groombridge, Senior Consultant, Interfleet Technology Pty Ltd.

Jason is a Chartered Engineer, Member of the Institute of Mechanical Engineers and Member of the Association for Project Management (APM). Jason works for Interfleet Technology, an international rail technology consultancy group with offices in Australia, New Zealand, Europe and the UK. Jason is currently based in Sydney and has worked on a range of rolling stock consultancy assignments. Prior to working in Sydney, Jason spent 10 years working in the UK rail industry, first with a Rolling Stock Leasing company, then with a major UK train operating organisation. He has worked in project engineering and project management roles on major re-engineering projects, and has held the position of Head of Engineering for a UK train operating company.

The Presentation: Railway vehicles are complex engineering assets and rollingstock performance is a key factor in the delivery of a safe, reliable railway system. Building on his experiences in the UK and in Australia, the speaker will set out why rollingstock performance is an important aspect of a modern private or public railway operator and how engineering tools and techniques underpin the measurement and

management of performance. He will explain the approach to rollingstock performance in UK and Australia, explain how rollingstock performance is measured in a railway environment, detail some of the initiatives railway companies in UK and Australia are utilising to deliver improved performance, and draw conclusions. The paper will be of interest to anyone involved in railway engineering generally, or to people in other industries involved in the broader management of engineering system performance.

## **NEWSLETTER FORMAT**

You will notice that the front page of the newsletter has the 'Next Meeting' notice done in poster style. Where the opportunity arises consider printing off this front cover and placing on your work or other suitable notice board – more attendees at meetings means better informed people engaged in the industry.

## **FUTURE MEETINGS AND EVENTS**

A tentative meeting program has been determined for the remainder of 2006, although at this stage several of the proposed topics are subject to confirmation, and the dates may need to be swapped around in some cases. However the dates are firm.

**JUNE 1<sup>st</sup>:** see earlier in this Newsletter

**JULY 6<sup>th</sup>:** Timetable Planning – Dick Day of RailCorp (venue will be the new Engineers Aust location at Chatswood – our new home)

**AUGUST 3<sup>rd</sup>:** Joint meeting with PWI at Masonic Centre in Goulburn St. (cnr Castlereagh St) (PWI to advise topic)

**SEPTEMBER 7<sup>th</sup>:** "New Developments in Track Maintenance Machines" by Plasser and Theurer

**OCTOBER 5<sup>th</sup>:** Hydraulic Trains or Melbourne Tram Power Supply for the Commonwealth Games.

**NOVEMBER 2<sup>nd</sup>:** Government and Opposition transport spokespersons debate their policies ahead of the 2007 election.

2007 will start with a meeting on Thur 1<sup>st</sup> February, on the topic of "Traction Upgrading"

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The next (June 2006) meeting will be at a 'one off' venue as highlighted on page 1 of this newsletter. July is planned to be the first of many at the new venue at Chatswood. We will remind you and give specific directions in the next newsletter.

AusRAIL 2006 (the annual rail industry conference) will be in Brisbane between 21<sup>st</sup> and 22nd and November.

## MEMBERSHIP – JOIN UP A NEW MEMBER

While this newsletter is primarily intended for members it is distributed more widely than that. Readers who are not members of RTSA should seriously consider joining the organisation. Details of membership and how to join will be found in the RTSA website at [www.rtsa.com.au](http://www.rtsa.com.au)

Although RTSA is a technical group under the auspices of Engineers Australia it is open to everyone who has a real interest in railways. It is the only technical group which covers all disciplines (civil, mechanical, electrical, signalling, communications etc.) and as such is one of the best rail technical networking groups in the country. The annual cost is low, and the rewards are considerable.

RTSA offers a number of regular activities for its members, including meetings, visits and technical tours. The every other year Conference on Railway Engineering (CORE) is a highlight. A number of awards are made annually to encourage recognition of meritorious activity in support of the rail industry. In particular RTSA engages in considerable well reasoned and structured lobbying in support of the rail industry with regular submissions and presentations to policy study groups and enquiries. Membership, in support of this activity alone, is very worthwhile. Consider joining RTSA now if you are not yet a member, or if you are a member see if you can introduce a friend as a new member. Remember [www.rtsa.com.au](http://www.rtsa.com.au)

## **Understanding Engineers - 5**

Normal people believe that if it ain't broke, don't fix it. Engineers believe that if it ain't broke, it doesn't have enough features yet.

## LAST MEETING - GRAIN LINES STUDY TOUR REPORT

A study tour of southwest NSW regional lines was conducted over 4 days from 22-25 March 2006 with 17 participants from NSW, Queensland, Victoria and South Australia.



It was an opportunity for members of the RTSA to identify with local community issues associated with transport and in particular rail. Some of the participants already had a good knowledge of the rail infrastructure in the area, some had special interest in short-line operations, others had knowledge of how local governments work and others again knew something of the rice operations in the area. For many of the younger members it was simply their first experience in regional rail. With the added support of GrainCorp, AWB and many farmer groups it was a great shared learning experience. This tour helped shape some of the RTSA's submission to the Federal Government's Neville Inquiry.

The warm hospitality shown by GrainCorp, AWB Boree Creek Transport Action Group, the Weethalle and Kikoira local farmers is sincerely and gratefully acknowledged. The RSTA also met with Lachlan Regional Transport Committee, Manildra Flour, FCL, Patrick and Cassella and again we would like to acknowledge their hospitality when meeting them and discussing transport issues.

This article was compiled by Andrew Honan, using words supplied by Jeff Moran, Robin Walpole, Philip Laird, John Watsford, Graham Priddle and Ian Ferguson among others, and pictures provided by Bill Laidlaw

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A detailed report with all members' comments will be published on the RTSA web site within the next two weeks. (Follow the links from <http://www.rtsa.com.au/events/study-tours/>)

Below is a summary of some of the locations inspected on the tour.

## Manildra



Met John Campbell, Tony Fitzpatrick

- 1,100-1,200 tonne /train with 2 trains per night
- 7 day a week operation 14,000 tonne of wheat per week
- Producing 10,000 tonne of flour per week
- 2 trains of 2,200 tonnes per week go out to Nowra with 22 wagons each of 21 tonne tare (79 tonnes gross) per wagon and 6 container trains go out a week for export of bagged flour
- Automatic packer does one container in an hour; 2 packers can do a container in 40 minutes
- Buy wheat in Queensland, all over NSW and even as far as WA based primarily on price but also grade and quality
- Mill hard wheat and soft wheat in particular soft wheat biscuit wheat
- ARG are doing the hook-and-pull with Manildra wagons
- Some local grain in and local flour out by truck
- Bulk flour, starch and by-products out by 100 tonne hopper wagons
- Bagged flour in containers by rail
  - Too heavy to be road legal.

- Generally loaded on truck in plant and roaded via private road to adjoining container siding.
- Management and operations very good.
- Company has large operations outside Manildra (Gunnedah, Nowra, Naranderra), most of which is rail based.

## Mungincoble (Parkes Sub-Terminal)

Meet Murray Wilkson from GrainCorp

- Grain Corp silos tended to be older facilities with limited load out rates and form part of a large network.
- Some silos located on main lines (e.g. Mungincoble at Parkes) which can fully load rail wagons (100 tonnes gross).
- Most Grain Corp silos are located on branch lines (as seen at West Wyalong, Kikoira and Boree Creek) which can only load wagons to 76 tonnes gross, 19 tonne axle loads (TAL) and have trains with lighter locomotives which tend to be older and underpowered.
- A few Grain Corp silos are located on branch lines that have been suspended from use (as seen at Weethalle on the Rankins Spring line).

## First evening discussion

A discussion was held after dinner on the topic of regional rail. It was thought that 500,000 t / pa might be the minimum for an operation for a Short-line rail (SLR) operation but may operate over several branch lines.

NSW grain harvests are typically 3 - 6 million tonne per annum (with the total Australian market approx 20 M tonnes of which 18 M tonnes exported)

Capital costs for SLR were discussed, in particular above rail versus below rail capital costs. Also if regional terminals should be part of the asset base of SLR. Overseas experience in US was discussed where the capital costs of SLR were very minimal. They operate on the 'smell of an oily rag'. They do not have any capital capacity (may not even own wagons or terminals).

Discussion turned on whether grain handlers should run short-line railways. Comment was that trucking companies run trucks and rail companies should run trains and grain handlers should run grain

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storage / handling. This was some debate about whether governments want rail lines to be only 'grain dependant' or offer more. Debate on overseas experience of SLR's on grain dependant lines (particularly Saskatchewan)

Comment was raised about the need to win the 'economic' debate on regional lines with the environmental and social side adding weight. Some believed that we 'just need to win the debate' (roads win the finance argument on value of time and congestion costs etc – rail should too). "We need to just win the arguments."

## West Wyalong GrainCorp site meeting



- 10,000 tonne concrete silo with 7-8 cells
- 3 bunker storages each about 10,000 tonnes
- Also a 30,000 tonne storage
- 53 tonne wagon, 21 tonne tare which is 19 tonne axle load
- 40 wagons takes 10 hours to load (3 wagons per hour or 250tonne/hpour)
- They service a lot of sites from here since Rankin Springs rail line is closed but they receive grain by train from Ungarie
- Empty wagons are normally dropped off and picked up full on the way back. Wagons are normally gravity fed through silos.

## West Wyalong AWB



## Met Jonathan Scott

- The AWB silos (as seen at West Wyalong and Stockingbingal) and ABA silo (near The Rock) are new (5 to 10 year old) modern facilities designed for quick loading of trains (at 800 tonnes or more per hour) and road only receipt.
- Effectiveness of silos at West Wyalong were constrained by track standard being restricted to 19 TAL
- It was noted that at West Wyalong, 40 and 53 kg/m rail was in use, and the ballast appeared in good condition
- all grain is stored in bunkers (only 2 fixed storage silos around the rail out loading receivable area)
- 2 main types of bunkers – steel walled and dirt walled bunkers, Dirt walled bunkers are loaded with a mobile loading machine with a drive-over grid
- They load all wheat from dirt walled bunkers back into trucks that transport it around to the silos for out loading onto the grid area to load trains
- They test the truck at the testing station every 4 minutes and by the time the truck gets up to the weight bridge the quality of the wheat is known
- The problem is that many of the old silos are slow capacity and during harvest the silos just can't get rid of the grain quickly enough
- Throughput for trucks is about 1 minute per tonne. Average truckload is about 36 tonne and truck turn around time is 46minutes
- No facility to receive from rail, only to out-turn to rail
- Approx. 173,000 tonne of grain was taken at this site this season
- about 145,000 tonne currently in storage

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- grain can sit indefinitely so long as the moisture and insects are kept out of the grain
- 2 X 1350 tonne silo bins that out-load at 1,000 t/hr.
- They load over the rail mainline. They have a siding but it is not long enough and the train occupies the track of the mainline.
- 2200 tonne train 40 wagons with 2 silos out-loading. The first silo bulk loads whilst the second silo trims and fills up the wagon
- Their radius of influence is up to 260km which is up to Hillston

## Kikoria (Naradhan Line)



Met with local farmers including Phillip Hill

- To truck their wheat to their local silo it costs about \$10/tonne but if they truck it to West Wyalong it is \$15/tonne
- It costs about \$8/tonne extra rail freight from the silo at Kikoria compared to that of West Wyalong. Therefore farmer income is improved by about \$3/tonne to truck their wheat to West Wyalong
- They can get spot price at Kikori say of \$133/tonne (maybe \$130/tonne spot price at West Wyalong)
- Farmers use 150 tonne of fertilizer for a 3,000 - 4,000 tonne harvest
- Fertilizer costs about \$535/tonne
- Handling and Storage costs about \$35/tonne at West Wyalong.

## Griffith (Patricks) – John Bennetts

- Traffic goes from Griffith to Junee then Port Melbourne
- Load restrictions apply including 19 TAL on branch line compared with 23 TAL on mainline.

In their case, a modest increase 21 TAL, would give good benefits.

- The necessary investment in rail track would be very small when compared to the private investment of over \$150m by Casella Estate Wines to build a large new state of the art grape receival, wine making and bottling plant (12 million bottles a year of [Yellow-tail] wines most for export to the United States.
- Patrick terminal use PN as their rail service provider. Train Operator is the former Freight Australia part of PN.
- Lachlan Valley Rail Freight also go to Hillston

## Casella Wines

- 44 containers of wine are being exported from Cassella per day
- Cassella believe in rail and would like to see more transport on rail.
- Their wines predominantly go to the US market via Port Melbourne from the Griffith Patrick terminal
- Containers gross up to about 21 tonnes at present.
- Apart from gross mass on 3 slot wagon problem, very happy with the rail arrangement directly to Melbourne docks.
- 50 containers a day of empty bottles inward by b-double from Adelaide.
- Other inputs – boxes, corks, chemicals – all by road
- Rail line goes past the door – other side of major road.

## Boree Ck

- Met with Steve Hargraves, Richard Schimmer, also Mayor, Steve Parker at Lockhart.
- They claim there is no compensatory cost transfer for road maintenance
- Local committee has been active in attempting to persuade the NSW Government to not only retain their branch line (57 km from The Rock) but also upgrade it from 19 to 23 TAL.
- The line has GrainCorp silo and dump storage capacity of 230,000 tonnes at Boree Creek, Lockhart and Milbrulong while the Australian Bulk Alliance facility some 2 km from The Rock, has capacity of 130,000 tonnes making a total of 360,000 tonnes.

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- The current line restriction of 19 TAL allows loaded 76 tonne gross grain wagons to be hauled by branch line 48 class locos (13.5 TAL!) the full length of the line from The Rock to Boree Creek, a distance of 57 km. Wagons of 92 tonnes gross capacity can only be part loaded to only 76 tonnes gross, some 16 tonnes less than capacity.
- Following the journey to The Rock, the train requires a change of locomotives to the mainline 81 class for the 400 km trip to Port Melbourne or north to Port Kembla
- Locals have visions of rerailing in 47 kg rail ex Narrandera to Tocumwal
  - Currently difficult to pull up nominally non-operational lines
  - Could argue that if Tocumwal is to be rebuilt, will be part of the Inland Route and would be 60 kg on concrete, leaving this existing rail as surplus.
- 6 timber bridges on branch – total 85.2 m length
- Train Control is Ordinary Staff
- Single ordinary staff section

## The Rock / (Kangol)

- In the case of the ABA silo at Kangol, main line capability of 25 TAL was separated from the Kangol site by just two kilometres of lightweight 19 TAL track.
- It is odd that at the time of installation about 1999 none of the ABA (with its joint partner Sumitoto), the Rail Access Corporation, or Freight Corp sought to make the small marginal investment to improve track for heavier axle load for two kilometres.

- It still persists today, where now between them, ABA, the NSW Government and Pacific National have declined to make the investment.
- At Kangol there is a high loading capacity of 1200 tonnes per hour
- Owing to current safe working arrangements, only one train can occupy the track at any one time. This results in the most unsatisfactory situation where a train at Boree Creek prevents the loading of trains at the ABA terminal at Kangol



## Stockinbingal Site AWB

- 100,000 tonne capacity
- large Balloon type loop (not a proper balloon loop)
- trains reverse into the siding, uncouple and run around, then couple onto the wagons and drag them through the outloader.
- There are 2 silo bins on load out track. As the train comes in the first silo bulk feeds whilst the second trims the wagons.
- Capacity of bins is 1400 tonne / hour.
- Conveyor system that feeds stockpiles from a road grid including bucket elevator with capacity of about 800 t/hour.
- The conveyor system allow the facility to handle up to 6 different grades (2 on the conveyor head, 2 on the chutes / spouts at the road grid and 2 onto the rail silos.

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## THE OBSERVATION POST

The recent CORE conference in Melbourne was a great success as is now the customary expectation. It followed the reasonably traditional format of an opening plenary session, a day and a half of parallel streams and a closing plenary session. The consequence of this is that individual attendance at sessions is limited to probably no more than around 35% of presentations, although all papers are provided to delegates so the other 65% can be at least read.

One of the issues that concerns me is demonstration of a holistic attitude to rail, placing whatever the presenter has as their topic into the broader context of a bigger / brighter / better rail service or system – the reliability / capacity / transit time / yield continuum. The theme of the conference “Rail Achieving Growth” sort of pointed in this direction but without being prescriptive about what is meant by “Growth”.

David Marchant in his opening plenary session address covered the issue quite well with a quick coverage of threats and opportunities on the east-west corridor; threats were PAN shipping, fuel pricing and the then unresolved Toll / Patrick fracas while strengths were single voyage permits now folded back into Australian hands, relative fuel efficiency of rail compared to road and the possibility of a greater level of competition between rail operators as a consequence of changes following the Toll takeover of Patrick. David followed this with a quick overview of the north-south and Hunter Valley works plans, including significantly the fact that ARTC has now committed to well over a million concrete sleepers (maybe 900 track km) at cost equivalent to or better than timber. An example of the ‘doing the most with the least’ policy that ARTC are quite good at.

ARTC followed this up later in the streamed sessions with a paper presented by Derek Harris that provided a quite detailed and original economic analysis of the justification for expenditure on the north-south corridor – a very good exposition of the need to have a strategy that is market driven. Derek demonstrated how the issues of price, availability (to the customer), reliability, capacity and transit time are inter-dependent and not separable issues. His analysis process was able to support the ARTC projections for increased market share on the north-south corridor as a result of the current investment program – from a relatively modest 50% - 80% market share gain on the short MEL-SYD

## Conclusion

Full details of the tour, including pictures and suggestions by participants will be included in the formal tour report to be loaded up on the RTSA web site.

The tour and subsequent report provides the RTSA with a better understanding of the structure of freight task and the impacts on communities. Our plan is to progress the initiative on regional rail by possibly setting up a sub-committee within the RTSA to assist the development of rail engineering and operations capability within regional stakeholders.

## Understanding Engineers - 6

An architect, an artist and an engineer were discussing whether it was better to spend time with the wife or a mistress. The architect said he enjoyed time with his wife, building a solid foundation for an enduring relationship. The artist said he enjoyed time with his mistress, because the passion and mystery he found there. The engineer said, "I like both." "Both?" "Yeah. If you have a wife and a mistress, they will each assume you are spending time with the other woman, and you can go to the office and get some work done."

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and SYD-BNE corridors to a 100% market share gain on the longer MEL-BNE corridor.

A very interesting paper was presented by Ray Bartlett (a 'graduate' of that most excellent practical rail learning institution – Victorian Railways) on a high level study of a rail route to Tullamarine airport. He covered the choice of routes, decision making process for the preferred route and then the overall context of a rail link as compared to the existing high quality bus route. The end conclusion, not surprisingly for anyone familiar with the Sydney and Brisbane experiences, is that the bus service is time and capacity competitive for now and will not change until numbers of passengers through the airport are significantly higher. As Ray rather cleverly put it this is a case of "Growth Achieving Rail". Once gain a good example of holistic thinking.

A number of presentations were on various aspects of safety. While safety issues can have a direct bearing on costs they also have a number of less financially accountable aspects, not the least of which could be categorized as political (remember Waterfall?) and social. Safety in these contexts was categorized by Alan Ross as "You are only as good as your last accident". An important aspect of safety, which came up more than once, was the tendency to 'risk aversion' on the part of rail management. The point that seemed to be coming through was that properly made safety cases can remove the 'fear' aspect from decision making, hopefully allowing reasonable commercial decisions with a modicum of entrepreneurial risk that is not circumscribed by a 'fear' agenda.

The conference proper wound up on the second day with a panel session. Since I was part of the panel I feel it would be inappropriate for me to comment on that other than I felt it was very well moderated by Jon Faine (a local ABC radio identity), challenging and great fun.

A splendid dinner on the same evening was very well attended, well served by Shane Bourne as MC and James Morrison and group as entertainment (not that Shane was not entertaining!). Even at 00.30 or so there were a couple of dozen die-hards still there.

There was a choice of three technical tours next day – I chose the Castlemaine and Maldon tour, in part to see the much altered Bendigo line, to sample the Velocity railcars and to investigate the mysteries of steam technology. On the Velocity trip we averaged 100 km/h including stops over the 125 km journey. On the Maldon steam trip I managed to talk quite a few luminaries into travelling in one of those icons of country Victoria from

many decades ago, a BPL car (Bouncing Passenger Lounge to those old enough to remember). Lightweight and high capacity they may have been but good riders they never were, at any speed. In years gone by they were run consistently at 70 mph (113 km/h) on mainline trains without any qualms, although fortunately for the future wellbeing of the luminaries we were limited to maybe 40 km/h this time.

All in all a most enjoyable conference (again), with a number of other social occasions adding to the enjoyment of good old Melbourne, ranging from dinner with friends from 30 and more years ago to the first inter-state gathering of the 'Grumpy Old Optimists' – aka the Old Codgers – one evening at Footscray.

If there is one change I would like to see for the 2008 CORE in Perth it would be an indication of a higher level appreciation of the value of the presenter's topic to railways as a whole – how does it fit into the reliability / capacity / transit time / yield continuum?

## IF ONLY .....

In the four months from August 2005 punctuality nosedived from 90% of trains arriving within five minutes of their due time to a crisis level of 80%. ... From the December low point of 81% punctuality performance improved ... so that by March 2006 it was back at 90%. (The) .. objective is to achieve 92% punctuality by June and 93% in September (2006).

*Trenitalia, the REGIONAL (country and long distance) train operator in Italy, as quoted from the International Railway Journal (IRJ) May 2006. Trenitalia runs an intense network of trains across the whole of Italy and into neighboring countries embracing Direttissimo high speed trains through 160 km/h non air-conditioned trains pushed by high power electric locomotives down to single unit diesel railcars.*

In the centre of Paris, public transport accounted for 64% of all journeys made in 2001. From the centre of Paris to the suburbs, the share is 60% - and from suburb to suburb, just 16%.

*Paris, as described in an article in the same issue of IRJ that deals with planning by RATP for circumferential light rail lines to help build the suburb to suburb market share up from 16%.*

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### 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 must have stories, events or developments of interest that could make an interesting item for Sydney Newsletter.

Send copy to the Editor, Max Michell, by e-mail to [samrom@bigpond.com](mailto:samrom@bigpond.com), phone 02 9241 2675 or post to 806/129 Harrington St., The Rocks, NSW, 2000. For all other matters relating to RTSA Sydney Chapter contact Basil Hancock (Secretary) or Bill Laidlaw (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.

### NOTICE TO MEMBERS RECEIVING RTSA NEWSLETTER BY EMAIL

Members receiving this Newsletter by email should note that all Sydney Newsletters will be sent in a PDF format prepared using Adobe Acrobat Version 6.

**Version 7 of Adobe Acrobat Reader** may be downloaded free of charge from the internet at [www.adobe.com](http://www.adobe.com). Version 6 still seems to read pdf's written in v.7 so maybe there is no urgency about upgrading.

If you should receive this Newsletter by post but would prefer to get it by e-mail (quicker and more reliable) then please let the Canberra know (address in the page header). E-mail saves time for you, and costs for RTSA, which in the end can only mean better service to our members

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