

# NEW SOUTH WALES NEWSLETTER



ENGINEERS  
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**RTSA**

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

OCTOBER 2007

**NEXT RTSA NEW SOUTH WALES CHAPTER MEETING**

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

at 12.00 in the  
**CENTRAL STATION - CONCOURSE MEETING ROOM**  
(next to Lost Property, opposite platform 2)



**Morgan Noon, Logistics Manager, Sydney Ports will provide us with an overview of port development plans and the part that rail is expected to play in these plans.**

**The NSW government has committed to a Ports Growth Plan which includes the staging of terminals for break-bulk and container trade in the 3 major ports in NSW.**

**Part of this strategy is to implement a sequence of inter-modal terminals in metropolitan Sydney, to improve the rail infrastructure and also to facilitate a collaborative approach to the supply chain. Sydney Ports has led this strategy with both the approved port expansion at Port Botany; along with the purchase of land at Enfield Marshalling Yards for the development of an Inter-modal Logistics Centre. The ILC concept has been approved by government and is ready to be developed.**

**And the next day another meeting!!!**

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2007 Joint Lecture Program with IET, IEEE, Engineers Australia and RTSA

## **Thursday 8<sup>th</sup> NOVEMBER**

**5.30pm for 6.00pm start at Engineers Australia, Ground Floor Auditorium, 8 Thomas Street, Chatswood**

[Yes, two meetings this month, but both on interesting and topical subjects]

### **EXPERIENCE WITH 25 kV LOCOMOTIVES IN QUEENSLAND AND 25 kV PASSENGER TRAINS IN BRISBANE AND PERTH**

Jerry Jirasek - Senior Design Manager, Downer EDI Rail will talk on 25 kV narrow gauge networks that are the only living examples of modern electrification in Australia

The Queensland Rail Coal Haulage Network and the Urban Rail Networks in Perth and Brisbane are currently experiencing unprecedented growth which is being met by supply of significant numbers of new rolling stock. Perth as an example will see a doubling of patronage and doubling of passenger fleet within a period of five years.

All new urban rolling stock in these cities continues to use the 25 kV overhead supply whilst the coal network fleet is being enhanced by additional 25 kV locomotives and some diesel powered locomotives. Most of the current electric locomotive fleet is also subject to important upgrades after operation in heavy haul service for 20 years.

Downer EDI Rail in venture with technology partners have supplied all the 25 kV electric passenger rolling stock in Australia over a period of 30 years and over 50% of the 25 kV electric locomotive fleet. Downer EDI Rail are currently supplying 177 additional passenger cars for the Brisbane and Perth Networks.

This presentation will provide an overview of the development of the 25 kV passenger and electric locomotives in use in Australia. There has been a significant drive to improve key performance attributes and these will be covered also recognising constraints that are required to be addressed.

The speaker will be Mr Jerry Jirasek BE (Mech) MBA MIE Aust, who has been part of the development of a number of these types of vehicles in Queensland and Western Australia. Jerry is currently part of the Sydney PPP project design development team covering specific technical specialities and engineering safety management for this project involving the supply of 78 passenger trains with eight double-deck cars per train for the 1500 volt direct current system.

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## **TWO INTO ONE**

Last month, as a trial, the Newsletter was produced in a single column format – this being easier to read from a screen than the traditional two column format. The response from readers was overwhelmingly in favour of the single column layout, so for the time being we will persevere with that. One disappointing aspect was that more responses were received from inter-state (from the several dozen ‘friends of Newsletter’) than were received from our 400 or so paid up members. This is not a new experience, but from the lofty heights of editorship it sometimes makes me wonder if I have any real readers at all, or would I be better served simply doing stuff for which I will get recompensed? You will note that not only is this Newsletter edited by my good (but naïve?) self but the October meeting presentation was prepared, presented and written up by the self same person. Which leaves a lot of opportunity for 399 others who must have potential to do or offer something?

## **THE OBSERVATION POST**

The Per Way Institute (PWI) held their annual conference last Friday (26/10). The keynote speaker this year was Tim Fischer, one time Leader of the Federal National Party in Canberra as well as Deputy Prime Minister. Tim, as most would now know, is quite passionate about railways, which is presumably how he came to be the keynote speaker.

Almost from the start Tim got into politics, but not quite as you might expect. He made the observation that the rail lobby is significantly under-profiled in Federal Parliament – both houses and both sides. Only recently has the rail lobby even been visible to politicians. The Truck lobby (called the road lobby but it never represents my views so it must be the Truck lobby – Ed) on the other hand gets very good attention in the Parliament – they have fought and bought their way into the hearts and minds of sufficient politicians to get the attention they crave

Why only in the last few weeks billions of dollars have been promised for highways and road by-ways in a knee-jerk response to a coming election and an overfull financial war-chest. Even then there is the admission that such expenditure will not actually complete anything by a large margin – a warning of more profligacy to come. At the same time both major parties have parochial road funding in among the growing pile of ad-hockery in an attempt to buy votes with gay financial abandon. The instinctive political response to cast money before the road swine is very well ingrained as a result of constant harassment by the road lobby, the result of which is to be able to draw forth promises of billions without any rational justification, at the mere mention of a closely run poll or election.

But back to Tim – he made the obvious but wise observation that everyone (all 450 of them) at the conference was in a Federal House of Representatives seat, and that all House seats have at least two candidates standing. He appealed to everyone at the conference to make contact with their candidates with an unambiguous view that rail needs to be properly structured and funded. ‘Rail policies will get my vote’ sort of thing.

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I am sure that most readers will have a number of specific transport issues that they would like to see on the Federal agenda. But just having views is of little use if you don't pass them on to someone who has a vested interest in your vote at the election. Tim observed that rail went within an ace of losing inter-state rail altogether in the 1980's – a frightening prospect indeed for a supposedly first world country. He added that there is a more enlightened view in the 21<sup>st</sup> century, but that it is not what you would yet call even part way influential when the chips are down (which they are right now). Only by a concerted effort of 'pulling the strings' at this opportune time of a likely close run election can we as a group make some attitudinal difference in Parliament. So his plea, and mine too, is that you take the time and effort to make your views in favour of rail known to your local candidates. Make them over and over if need be. Recruit your families and friends, to the extent you can, to do the same. Get it into their consciousness.

I have written an editorial on a similar topic for September Rail Horizons (which is yet to appear!) in which I suggested a few specific rail issues that might be put before your local political hopefuls. I have no intention of repeating what I have said there, but rather in this case to make you aware of a similar concern (quite without any collusion at all) from a somewhat unexpected but very influential source proposing more or less the same concept to get rail a little brighter on the political radar.

From time to time I rant on about the deafening silence that I get from readers of this newsletter and whether it is really all worthwhile at all. Here is a case in which you can make a difference, and show some support and interest on behalf of your industry, by simply chasing up your various candidates and challenging them before the election on their 'rail' credentials – challenging them to be more aware and concerned for your (and many others) point of view. Stir yourself and make the effort and together we may make a difference that at some future date will matter. It would be more than meritorious to be able to say that the equivalent of the inter-state rail network was not lost on our shift and even better if we could say that we actually enhanced the rail's position in some substantial way. I am passionate about the industry so I will be 'interviewing' the ever increasing list of hopefuls in my (marginal!!) electorate on their attitudes and beliefs in regard to rail. I can only hope that you will be inspired to do the same.

In closing I would like to reiterate the final words from my Rail Horizons editorial, perhaps in the hope that you will see this not as a 'one side or the other' exercise so much as a not too subtle form of influencing at a time when politicians are at their most vulnerable.

“ ..... your local candidates do not need to be aware of your views while you are trying to leverage some commitments from them in regard to the rail industry, or for that matter any other passion that you might have. If you feel strongly about issues how about at least challenging your major party candidates (both of them) and see what you can achieve. Individually the answer may be 'not very much', but in the arcane practice of backroom politics you might be surprised to find that a few views forcibly put to candidates can sometimes be magnified out of all proportion as 'a groundswell of opinion'. The famous 'people think' approach.

You have a window of opportunity here; one which comes every three years or so but in this case is unusually receptive to your views. Why not see what you (and we) can achieve!”

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## LAST MEETING

### **METRO ..... WHAT'S IN THE TUNNEL? CAN THE EXPERIENCE, EXPERTISE AND WISDOM OF OTHER GLOBAL CITIES ACTUALLY APPLY IN SYDNEY?**

Max Michell spoke on the above topic at the meeting on October 3<sup>rd</sup> at our Central Station meeting place. He started by noting that the genesis of this presentation was the attempt by debt-equity financiers (or as he put it 'The Captains of Greed') to acquire Qantas which resulted in a rather hurried redemption of a lot of frequent flyer points to do a round the world holiday outing.

The presentation started with a quick overview of six interesting Metro systems that were experienced on that trip -

- New York with its 11 car trains on multi-track elevated and subway lines
- London with its conventional sub surface trains and its rather tight diameter tube trains
- Paris with its mix of steel wheel and rubber tyred trains
- Barcelona with its overhead rail for power supply
- Madrid with its mix of overhead and third rail pick-up
- Hong Kong with its almost new MTR system and quite superb airport service

The various characteristics, shared by all the foregoing, were highlighted. Many of these stand in stark contrast to the rather lame concept of 'service' as we tolerate it.

- High frequency services all day long. None of the above Metros had timetables as we know them and all had consistent frequencies of a train every five minutes or better.
- Short dwell times – rapid load and unload. Average dwell times in New York for instance were between 15 and 20 seconds with full time standee loadings in 11 car trains at four minute headways.
- Frequent and efficient interchanges between lines. Because of high frequencies the wait at interchanges (every other station in the bigger Metro's) was never more than a few minutes. Locals who have had to wait the better part of half an hour at Strathfield on a bleak day will be in disbelief.
- Closely spaced stations – for instance all inner Paris is within 500 metres of a Metro station and it seemed like every other intersection in Manhattan has the welcoming 'globe' above a subterranean passage.
- Conveniently located above or below roads. Location of Metros above or below roadways makes land and environmental issues easier and simplifies the interaction with buildings and services.
- Easy location of entry points. Entry points were easily identified by signage or similar and entries were on multiple corners or both sides of streets in most cases
- Short cars allow extremely sharp curves – makes for easier routing under or above cities. Creative ways of dealing with curves included the hydraulic platform edges at New York's South Ferry and one of the four 14th St stations

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- Limited seating and good passenger flow design. Most Metro cars had longitudinal seating (although some had a limited transverse seats) but all had plentiful fast acting doors with easy access / egress
- Simple operating patterns – mostly end to end with repetitive stopping patterns. Most Metros had single operating patterns on each line but where there were choices (twin branches at line ends, short working to intermediate termini) the information systems on board and on stations were quite precise.
- Good acceleration and braking – no mucking around running on 'Valium'.
- Simply able to be automated. London, Paris and Hong Kong were specifically noted but the nature on Metros makes this relatively easy with current technology
- Full time consistent high usage by passengers such that peak hours must represent substantially less of their total activity than we are familiar with here – high asset utilisation.
- Simple easy access fare structures, unlike the shambles here (since the last Newsletter editorial IPART has proved my point by doing nothing apart from agreeing to a rail fare rise, while the 'Monastery' and its operating acolytes continue to actively decry any fare simplification while continuing the pretence that we will get a workable Smart Card). The 'one price' fares that were encountered are system wide across the Metro network (sometimes multi-modal) and include
  - New York - \$2.00
  - Paris – Euro 1.30
  - Barcelona – Euro 1.25
  - Milan – Euro 1.00

Max then identified some of the key attributes of Metro systems.

A Metro Is ....

- Intended for high density living and diverse journey travel in relatively compact areas
- Able to provide superior travel options across and around the city.
- Able to provide the foundation for a change in the city planning and development paradigm
- A mark of a city with vision

A Metro Will ....

- Significantly contribute to efficient cities by allowing higher density living
- Thereby contribute to lower cost of utility and facility provision by compacting the area to be serviced
- Allow the CBD to expand yet prosper as the centre of a functional and efficient city
- Significantly encourage increased population density by providing public transport options with capacity to efficiently serve higher density populations
- Contribute to greenhouse abatement

A Metro Can ....

- Help to resolve the city fringe land use and cost issue by facilitating higher density living in the central sector
- Contribute to a sense of community by making movement within the Metro served area simpler, easier and faster.(including for those who live or work outside the Metro area)
- Reduce car dependence in a sizable part of the city

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The presentation then looked at Sydney and if it would benefit from a Metro type transport set up.

- Sydney had 19th century Metro equivalent in the tram network
- Trams were so effective that rail was never extended to Eastern Suburbs and near Western peninsulas.
- The tram network was never renewed or modernised – eventually went past use by date and was bedevilled by growing road congestion.
- Buses are no substitute for line haul (try walking George St in the peak and count the buses that actually overtake you!!)

Max's unequivocal conclusion was that development of a Metro system in Sydney would have significant social benefits for the city and its future development. Those benefits would contribute quite significantly to the plus side of the economic evaluation of a Metro, even though capturing such benefits could only be at a 'whole of government' level

It was suggested that Sydney has an established area centred around the CBD where a Metro would be appropriate -

- Within a loose circle from Bondi and the eastern beaches (embracing the Eastern Suburbs) – Airport – Canterbury – Ashfield – Drummoyne – North Sydney.
- Fingers extending toward Miranda (via Brighton le Sands), Hurstville, Burwood / Homebush, Ryde, Chatswood, Balgowlah / Manly

They would not be appropriate (at this stage) on longer hauls such as to Parramatta or Penrith where CityRail is able to provide a better and more appropriate service. CityRail would continue as heavy rail with a focus on its core business of longer (suburban) haul semi fast type service, in order to get value from slow loading, moderate performing DD trains. Inner CityRail stations (in the future Metro area) would either be replaced by Metro or become Metro interchanges, while the current heavy rail investment program for new outer routes would continue. Operationally the Metro should use its own tracks and stations and not share with CityRail – apart from service patterns, train performance and station dimensions being quite different there is merit in keeping these relatively incompatible systems apart (the Clearways syndrome!)

Sydney has a history bountiful plans for the future, which in time become dusty unrealised plans without actually achieving anything. Achievement is not a strong point here. NSW is also not at all good at doing things cost effectively or getting things into the here and now. Creation of a Metro will require a paradigm shift at political level, and a new authority at construction and operating level.

Sydney – The Vision.

- If Sydney is to become a modern (global) and efficient city it needs a new approach to public transport
- A comprehensive Metro in the inner city area offers one of the best opportunities to achieve this
- A Metro would allow a recast of existing public transport into an integrated whole – achieving improved service quality all round.
- **The time is now, not tomorrow or yesterday**

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## MEETINGS

The list of coming meetings is now 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. Note that the Indian Pacific is in town for the duration of the meeting so far western members have an interesting opportunity should they so desire. The new time and place for our meetings is designed to be more accessible to members and friends. The venue can be found in the North West corner of the main concourse opposite platform 2, next to the Lost Property Office.

When joint meetings and special events are at different locations, or for those odd months when meetings are not being held, suitable advice will be given in advance. In this regard there will be no meeting in December 2007 (it would clash with the AusRAIL Plus conference) and January 2008 (early January is not a good time for formal events of any sort). Normal service will resume in February 2008.

Those who are Engineers Aust members and 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.

## COMING EVENTS

**AusRAIL Plus 2007:** see toward the end of this Newsletter for comprehensive details of this event and how to register to attend. Note that early-bird registrations end on November 18<sup>th</sup> – not a long time off.

**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. Register your interest by going to [www.core2008.org](http://www.core2008.org). Calls for papers to be presented at CORE 2008 are open until late November, so if you have something interesting that you are involved in or know about now might be the time to think about sharing it with a large group of your peers at CORE 2008. Abstracts must be submitted via an on-line process, located at [www.core2008.org](http://www.core2008.org).

## RTSA Symposium on Professional Development:

The NSW Chapter of RTSA intends holding a free symposium on professional development at the Sydney Masonic Centre on Tuesday 12 February 2008. The purpose of this symposium is to

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present various rail industry professional development programs, and for Engineers Australia to promote the Chartered Professional Engineer and Chartered Technologist accreditations.

The RTSA will also be presenting the Professional Development Assessment Program which it undertakes on behalf of Engineers Australia for the assessment of the Chartered accreditation.

The RTSA is inviting interested organizations to present (up to 20 minutes) their professional and articulated VET learning and development programs. These presentations will raise the awareness of the types of programs, and identify some key factors that lead to the retention of engineers.

As input into this symposium, the RTSA is conducting a survey to identify the significant technologies associated with rail, the nature of these technologies (whether they are 'open' or 'closed' - embedded within the firm) and the implications from this for learning and development.

This survey will also guide the RTSA in its future 'shared knowledge' activities.

The RTSA invites you to participate in this short on-line survey (approximately 15 mins.) which can be found at the RTSA website <http://www.rtsa.com.au/> or at <http://www.easurveys.com.au/SurveyASP/TakeSurvey.asp?PageNumber=1&SurveyID=32Hm53401523K>

This survey will close on 31 December 2007.

Retention of engineers / technologists and developing human capital in rail technologies are key factors for profitability and sustainability of the rail industry. You are urged to consider making a presentation at the Professional Development Symposium (and spending the time to complete the on-line survey).

To express your interest at presenting, please telephone the NSW RTSA Chapter Chair, Andrew Honan on 0407921152, email the NSW RTSA Secretary Bill Laidlaw at [blaidlaw@bigpond.com](mailto:blaidlaw@bigpond.com), or write to Andrew Honan care of the address in the header.

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

DATE	SPEAKER	TOPIC	LOCATION	TIME
Wednesday 5 September 2007	Tony Frazer, Robert Taylor, Clinton Crump, ARTC	Hunter Valley Flood Damage and Track Repairs	Central Station Concourse Meeting Room	11.30 for 12.00
Wednesday 3 October 2007	Max Michell	Metro: What's in the Tunnel?	Central Station Concourse Meeting Room	11.30 for 12.00
Wednesday 7 November 2007	Morgan Noon, Logistics Manager – Sydney Ports Corporation	Minto - Enfield - Port Botany Freight Shuttle Services	Central Station Concourse Meeting Room	11.30 for 12.00
Thursday 8 November 2007	Jerry Jirasek Downer EDI Rail	25 kV Electrification in Queensland and Western Australia	IEAust, 8 Thomas Street Chatswood	17.30 for 18.00
December 2007	No meeting (AusRail Conference in Sydney)			
January 2008	No meeting (summer holidays)			
February 2008	Michael Cain, RailCorp	XPT Refurbishment	Hopefully at Central	
March 2008	ARTC	AK Test Cars		
April 2008	RailCorp	Earthing and Bonding		
May 2008	TIDC	Metropolitan Rail Expansion Program		
June 2008	RailCorp or United Group	OSCARs and Hunter Rail Cars in Service		
July 2008	Freightlink	Review of Experience with the Alice Springs to Darwin Railway		
August 2008	RailCorp or Contractor	RailCorp Automatic Train Protection Trials		

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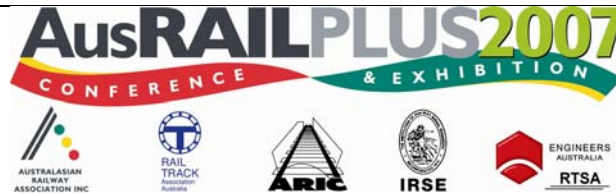


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**4<sup>th</sup>, 5<sup>th</sup> & 6<sup>th</sup> December, 2007 ~ Sydney Convention & Exhibition Centre**

**AusRAIL PLUS 2007** is *the* comprehensive rail event of the year; it is the largest and most prestigious rail event in the Asia-Pacific region. Held biennially, the previous AusRAIL PLUS attracted over 3000 trade visitors per day to the exhibition and in excess of 800 senior executives and experts to the conference. The official dinners filled to capacity and were a resounding success. AusRAIL PLUS 2007 will be as successful and popular as ever. This year's event includes a three day conference with plenary sessions and technical streams, a major exhibition, exhibitor and product demonstrations, two official dinners, and a delegate and exhibitor networking evening.

**AusRAIL PLUS 2007** will give you access to the latest insights into rail policy and will allow you to debate and discuss the direction for rail with the leading influencers in the sector. The conference will feature addresses from:

- The Hon John Watkins, MP, **Deputy Premier, Minister for Transport and Minister for Finance, NSW**
- The Hon Martin Ferguson AM, **MP, Shadow Minister for Transport, Roads and Tourism**
- Phil Reeves **MP, Parliamentary Secretary to the Minister for Transport, Queensland**
- The Hon. Tim Fischer, **Company Director including APT FreightLink**

**The CEO's Forum** on the second day of the conference is a rare opportunity for you to see the heads of major players in the rail industry together in an open discussion. Bring your questions to the table and find out where these leaders stand and how they are planning for the future. The panel on the CEO's Forum will include:

- Don Telford, CEO, **Pacific National** and COO, **Asciano**
- John Fullerton, CEO, **Freightlink**
- David Marchant, CEO, **ARTC**
- Reece Waldoock, CEO, **Public Transport Authority, WA**
- Bill Watson, General Manager, **TransAdelaide**
- John Cleland, CEO, **WestNet Rail**
- Bruce Farrar, CEO, **Rail Infrastructure Corporation**
- David Jackson, CEO, **Toll NZ**
- Rob Barnett, CEO, **V/Line**
- Tony Braxton-Smith, CEO, **Great Southern Railway**
- Stephen Cantwell, Chief Operating Officer, **QR**

The conference includes a wide range of international speakers bringing best practice, new technologies and project updates from around the globe. These include:

- Joanna Gilligan, Programme Manager, Sustainable Development, **Rail Safety & Standards Board, UK**
- Cliff Mackay, President and CEO, **Railway Association of Canada**
- John Samuels, President, **Revenue Variable Engineering, USA**
- Bob J Good, Vice President of Special Projects, **Bombardier Transportation, USA**
- Steve Cox, Director – Technical Development, **Pandrol Rail Fastenings, UK**
- Prof. Peter Winter, Senior Advisor, **SBB Consulting Group, Switzerland**
- Charles Mosimann, Business Development Manager, **Hasler AG, Switzerland**
- Peter Boom, Principal Consultant, **Lloyd's Register Rail Europe BV, The Netherlands**
- Richard Hilldrup, Project Director, **Ansaldo STA, Botswana**
- Rainer Wenty, General Manager Marketing & Technical Sales, **Plasser & Theurer, Austria**
- Hubert Rhomberh, Managing Director, **Rhomberg Group, Austria**
- Dr Wolfgang Schoech, Manager External Affairs, **Spenco International SA, Switzerland**

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- Alexander Bernhard, Head of Product Marketing, **ABB Switzerland**
- Paul Cheeseman, Global Technical Director, **Lloyd's Register Rail, UK**

The AusRAIL PLUS 2007 conference offers a full compliment of technical streams organised by the RTAA, IRSE and RTSA, allowing your whole team to benefit from in-depth sessions, case studies and updates specific to their area of expertise. The technical streams include:

#### Day 1:

- Sleepers and technology
- Rollingstock updates & case studies
- Signalling the next generation
- Innovations in track technology
- Asset management
- Signalling the level crossing

#### Day 2:

- Track maintenance
- Human & asset management
- Signalling projects & technology
- Track projects of note
- Environment & rail
- Signalling: a changing environment

For general enquiries, to book your place, or for more information about the **AusRAIL PLUS 2007** conference, exhibition or dinners please contact our customer service team on:

- Email: [enquiries@informa.com.au](mailto:enquiries@informa.com.au)
- Telephone: (+61 2) 9080 4307
- Website: [www.ausrail.com](http://www.ausrail.com)

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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	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	Tomas Magyla	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.

## NOTICE TO MEMBERS RECEIVING RTSA NEWSLETTER BY EMAIL

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