

# NEW SOUTH WALES NEWSLETTER



ENGINEERS  
AUSTRALIA

**RTSA**

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

SEPTEMBER 2007

[NEXT RTSA NEW SOUTH WALES CHAPTER MEETING](#)

**Wednesday 3rd OCTOBER**

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

## METRO - WHAT'S IN THE TUNNEL



**Metro, Subway, Underground – what do they have in common, what do they do that our CityRail network cannot, why do cities half the size of Sydney have them, does Sydney need or want one?**

**Max Michell will talk about a number of Metros, highlighting the things that they do well and where these apply to best effect. New York, London, Paris, Barcelona, Madrid and Hong Kong will be used as examples, showing how the basic model has been adapted to meet different circumstances.**

**Max will postulate how a Sydney Metro might look, what part of the city it might cover and what it might achieve that can't effectively be achieved by the existing train and bus network.**

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## **TWO INTO ONE**

For a print copy Newsletter the two column layout is preferred, making both layout and reading easier. However, not for the first time, comments have been made that the two column layout does not suit screen based reading of electronically despatched Newsletters. As an experiment this Newsletter is being produced in a single column format that in theory should suit the majority of readers – those who get this in electronic format.

The response we get will determine if the Newsletter continues as a single column or reverts to its familiar two column format. So if you have views, favourable or unfavourable, please let the editor know (at [samrom@bigpond.com](mailto:samrom@bigpond.com) or P O Box 279, Potts Pt, NSW, 1335) before the 3<sup>rd</sup> October meeting (next meeting).

## **THE OBSERVATION POST**

Some things just go round and round. Some are designed to go round and round, but others just drift aimlessly without any apparent purpose or goal. IPART has all the appearances of one of the latter.

Every year around this time RailCorp puts a submission up to IPART for an adjustment of fares, which in virtually all cases is for an increase. It is almost always as a percentage or money amount added to the existing fares and only rarely if ever deals with any change in fare structure or holistic policy. Which is quite reasonable since RailCorp's remit is to run the trains. Independently State Transit and Sydney Ferries, at a different time of the year, make similar submissions to IPART in regard to bus and ferry fares, once again largely as an adjustment to the existing fare structure. None of these State Corporations have any requirement or incentive to collaborate on their fare submissions or to try and change the fare structure, other than in their own domain.

IPART on the other hand have some authority over such matters. The outward appearance is of a comfortable passive quango that is solely in existence to allow the politicians to remain separated from what is generally seen to be an unpopular issue. No originality, no initiative in relation to fares, no policy commentary or suggestion and apparently little incentive to re-direct anything. In simple terms it seems that IPART is entirely engaged in agreeing to a middle ground somewhere between the initial request from the operator and the various counter-claims that are received from interested bystanders – a form of preserving the present. Maybe IPART's role has been prescribed by Parliament this way, but that still is no excuse for washing its hands of any responsibility for well founded suggestions to the parliament in addition to the rubber stamp on submissions.

If IPART is in fact unable to do anything original with the submissions it receives in relation to public transport fares, then presumably it must be the next layer up, the Ministry of Transport, which should be actively taking up the cudgels. Maybe they do useful work in there but at a public level it could well be the Monastery of Transport – a silent order. What is the matter with these bureaucracies that they seem to produce so little when so much needs to be done?

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The driver behind this rant is the inescapable feeling that NSW is trailing every other state in Australia, and every other 'global' city, in development and management of public transport issues. There are a few real initiatives in NSW anymore and those that do arise are too often either for the future or in the past, but never actually in the present – they never happen or happen badly. Look at the 2010 plan – zero. Look at the North West busway which has no traffic light priority. Look at the Cumberland line with 5 trains in total each day. Try the Cross City tunnel contract – and so it goes.

Public transport fares and fare collection is a major barrier to anyone 'entering' any public transport system. Adelaide bit the bullet back in the 1960's and instituted a multi-modal system that is still way ahead of Sydney. Melbourne introduced their simplified multi-modal system in the 1970's - bringing all public transport into a single fare structure with only around 10 ticket types to cover the network. Brisbane has recently introduced something similar while Perth, without the 'east coast baggage' has not only simplified and multi-modalised their fare structure but actually introduced smart cards, while also constructing new high performance suburban rail lines that make ours look like Roman cart tracks. All other states, with their simplified multi-modal fare systems, are trying to introduce Smart Cards, albeit with some difficulty. What chance then that Sydney will succeed with its plethora of stand alone and complex fares which, despite several opportunities to do something in conjunction with IPART's annual pontifications, remain as complex and unfriendly as ever.

Why has the Ministry, or the Minister, not taken the lead in simplifying the fare system and particularly making it multi-modal. Pensioners and Seniors can get a ticket that crosses modes, but not the ordinary punter. It can be done but apparently it is too hard for the majority of users. The Melbourne development 30, years ago, was driven by a Minister who had a bit more vision and a bit less political twitchiness than today's spin doctored genus, but he never-the-less achieved a quite significant change with a team of only about six people from the various transport authorities. It is not as if the problem is a new one – even before the advent of Smart Card thinking the issue was out there. It still is.

It surely is about time to call a 'time out' on the Smart Card and spend the breathing space to bring in a simplified multi-modal fare system that embraces the Sydney suburban area. In so doing it may well be that the Smart Card will actually be implemented within our lifetimes and that it won't just slowly sink beneath the political waves as yet another too hard 'non core' proposal.

Maybe a start would be to instruct IPART that they, as the experts on state pricing, should produce a proposal that the Minister can enthusiastically carry forward to a famous achievement. Or am I just dreaming again?

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## LAST MEETINGS

### 1. Joint PWI, IRSE, RTSA Meeting on Thur 23<sup>rd</sup> August:

This joint meeting was a combined PWI AGM with two presentations – the first from John Holland on the subject of Innovation in Turnouts and the second by ARTC on the Train Control Consolidation Project in NSW.

**Part 1:** Michael O'Rourke, Kerry Christie and Richard Stewart from John Holland gave the first presentation which was in two parts – ARTC and RailCorp.

Kerry provided a run through of recent ARTC turnout developments. There are four categories of turnouts that are involved in current main line upgrading, three of which have features which are new to this country. There are two 1:18 turnouts with 80 km/h turnout speeds – a swing nose version for axle loads greater than 25 tonnes and a fixed crossing version for 25 tal and less. There is also a 1:12 fixed crossing turnout with 60 km/h capabilities. These three turnouts are the new TKL made Vossloh Cogifer units that employ UIC rail canted through the turnout length using canted concrete bearers. This construction provides for better wheel – rail alignment while giving a stronger structure overall. The first of these was on site at the north end of the Uranquinty passing lane at the time of this talk. The fourth turnout type is quite different – a maintenance crossover that is designed for main line installation for periods of no more than three years to facilitate single line working during construction and maintenance work.

All the turnouts that have been installed so far (including pre TKL units in the Harden area) have been installed in panels between trains without taking any possessions, in some cases with as little as 40 minutes working time between trains.

Kerry also mentioned the on track equipment that John Holland now use, particularly the hi-rail excavators which with interchangeable heads are real multi-purpose track machines (the editor earlier this year saw several engaged in concrete sleeper installation with one lifting sleepers into place with a spreader fitting, while another was dealing with drain clearing using a hydraulic excavator attachment.). Another high value machine is their Unimat tamper – a high production unit that can lift and pack track very quickly.

Richard then talked about three recent turnout installations for RailCorp. These were all under possession conditions (RailCorp trains are a bit too frequent for 'between trains', and there is a serious issue of high voltage overhead to contend with as well). A crossover replacement at Penrith involved a relatively straight forward job of assembly in the car park then lifting in with a 200 tonne crane on the appointed day.

A turnout replacement at Seven Hills was in a difficult location with poor access. The turnout had to be broken down to seven panels (well, it is Seven Hills) and reassembled in an area between the diverging tracks. A slew of the 'branch' was also involved, compounding the difficulties.

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The third example was installation of a compound curve turnout at one end of Mulgrave loop. In this case the fence was removed and the turnout was lifted in over a prepared ballast bed. The three RailCorp examples highlighted the issues of urban development, site access and impediments (including overhead wiring and neighbourhood concerns) that make these jobs quite different to those in the country.

Michael O'Rourke closed by highlighting three important aspects of these two presentations:-

1. Methods and equipment have to be tailored to needs – train frequency, access, site constraints and so on.
2. Use of mobile equipment – hi rail excavators etc.
3. Specialised rail mounted equipment – Unimat etc.

**Part 2:** The second presentation was given by Rob Smith of ARTC on the subject of Train Control Consolidation (TCC) in NSW. Rob was engaged on the Macarthur – Junee part of this project and spoke mainly about that section. The project in total is covering all the state outside the RailCorp area (but including the residual regional network) with consolidation of everything into the two Control Centres at Junee and Broadmeadow..

The objective of TCC is to remote control everything from two Control Centres, upgrade life expired signalling systems, reduce operating costs and reduce interfaces. In essence the project is all about greater efficiency and reliability and a higher level of customer satisfaction. At the same time work practices have been changed with creation of Network Controller positions that combine the previous signaller and train control functions, and new functions of Train Transit Manager to look after the 'external' aspects of train running.

In Rob's section there have been 6 new interlockings, 3 complete re-signallings, 5 re-designs of existing relay interlockings, 3 new high speed crossovers and a number of yard rationalisations. The end result has been elimination of all the manned signal boxes on that part of the DIRN, elimination of manual block on double track, enhanced overtaking facilities on double track and consolidation of all the controlled signals and turnouts into Junee Control Centre. At the time of the presentation the only parts remaining to be completed were re-signalling and remoting Moss Vale (now operational), remote controlling Cootamundra, and transferring Unanderra – Moss Vale from Wollongong (RailCorp) to Junee Control, all of which are expected to be completed by year end. Obviously there will be detail changes as the various passing lanes south of Junee are completed – the first of these will be between Junee and the Murray River, followed by south of Seymour. Those between Seymour and the border are still under negotiation.

Junee Control has 8 boards, 5 of which are currently operational, 1 reserved for the SSFL, 1 for train order working and 1 spare. The boards are all quite flexible and they can split or be combined readily, even in real time (such as when there are incidents that require concentrated attention by one controller). Communications across phones and radio is all touch screen based, and includes data comms via CDMA and next G networks.

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When the passing lanes are complete between Junee and Somerton that section will be combined into the Junee centre.

Timetables will not be altered to reduce times until all works on the corridor have been finished. Customers have had a few issues during recent works but overall are satisfied with progress and the improvements to date.

## 2. The RTSA 1<sup>st</sup> Wednesday RTSA Meeting on 5<sup>th</sup> September

This meeting was a presentation by ARTC on the recent floods in the Hunter Valley and how the severely damaged track was restored within days to allow resumption of the demanding export coal business without undue loss of production.

The speakers were Tony Frazer, Robert Taylor and Clinton Crump from the ARTC Hunter Valley Asset Management group.

The weekend commencing 8 June 2007 is known as by many as the Pasha Bulka weekend. Publicity about the stranding of this ship on the Nobbys Beach tended to overshadow the significant flood damage in the Newcastle area, particularly in the inner suburbs, and also affecting roads and railway in the Hunter Valley. 355mm of rain fell in a 24 hour period in the Newcastle area. Between 1530 and 2030 hrs on Friday 8<sup>th</sup> June 270mm of rain fell in inner suburban Newcastle. This is equivalent to a 1-in-500 year average-return-interval flood. Lake Macquarie rose by 1.1m. Cyclonic winds followed the rain.

On Friday at 1530 hrs the Hunter Valley line was closed at Minimbah as a precaution (a wise move as it turned out) and it was a week before trains again ran on this line

A track possession was planned for the weekend for, among other things, repairs to the level crossing at Paterson. This was called off as a result of the weather. An interesting photo depicted deep water flowing over the crossing and down the track to run off the rail bridge into the river – not your normal water flow! However resources for the possession were on site which in the situation made recovery just a little easier

A feature of Hunter Valley area is that railway electrical equipment cabinets for signalling equipment are elevated above the flood levels. This was to prove its worth. Some point machines were removed from the areas with a predicted flood surge, as a precaution (e.g. Maitland).

The predicted flood level at Maitland was 11.7m but in fact the waters only rose to 11.3m (only??). The authorities were being cautious because Singleton (upstream) suffered severe flooding, with the Hunter bursting its banks. (The presentation included an interesting aerial photograph of Singleton at the height of the floods.) There were evacuations from much of Maitland.

The flood-gates across the railway (part of the levee banks around Maitland town) just at the down end of the station were closed, it is understood for the first time since their installation around 30

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SEPTEMBER 2007

years ago. It was not simply a case of shutting the gates - they needed to be sealed with tarpaulins and reinforced with 3000 sandbags. Obviously trains could run while this was in place, meaning that all Hunter Valley and North Coast train running had to stop.

Embankments were the major concern with quite a number sustaining damage from erosion and failure, the latter associated with the embankments acting as levees, with a differential water level between sides. A common failure mechanism was the outer skin of the embankments slipping away, in some cases revealing the interior of the embankments as having a core of loco ash and sand. Modern measures such as geo-textiles were unknown when these embankments were first built! Some culverts became blocked. Access roadways along the rail corridor were also damaged.

The more recently constructed railways in the area (ie, Mt Thorley branch, dating from the 1970s) are generally constructed to higher standards and were subject to less damage by floods. A bridge pier in the Goulburn River (Ulan line) became partially undermined, and will need remedial work.

Between Whittingham and Singleton, there was 800 m of double track where the whole formation was washed out, leaving rails and sleepers with no foundation at all. A little further towards Maitland, the large embankment at the foot of Minimbah Bank suffered a partial collapse, and had to be rebuilt from the toe. This was about 200m long and 6m wide. The rail tracks themselves were not displaced or undermined, but it was very close. Both of these sites were adjacent to the New England Highway, which parallels the railway in the vicinity.

Assessment of the flood damage began on Saturday morning with the responsible Managers and their staff going out in appalling conditions of their own volition check the track. By late on Saturday the extent of damage was apparent and recovery plans were under way. Various resources were called up and once the worst of the weather had passed were moved on site on Monday morning. Extensive slips were marked with spray paint, and monitored every two hours to see if they were worsening or stable. At Paterson there were some "pipe failures" in the embankments. (where water erodes its own path through the embankment.)

Disruption lasted about one weeks and cost \$3.5M. to recover, with quite an amount of remedial work still to be done once trains started running again. Transport of 2.5 million tonnes of coal was halted, which was a combined result of rail closures, port stockpile flooding and mine damage.

Many railway staff and contractors made themselves available to work irregular hours to repair the flood-affected areas without delay. The Muswellbrook gang were tasked with repairing the Singleton washaway and self-organised themselves into two 12 hour shifts to provide 24 hour coverage until the track was restored. An outstanding feature was the way rail people went out with out being asked and at a local level managed themselves to do the work, often in awful conditions, to recover the track in the shortest possible time. Many staff made great personal sacrifices, even where in some cases their own homes were affected by the floods and/or their worksite was cut off from their homes. There were no OH&S incidents during the investigations or the remedial work.

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SEPTEMBER 2007

Even though the trains were rolling again after one week, much remedial work remains to be done, and pre-emptive work is required at vulnerable spots to flood-proof for the future.

Communication between all stakeholders in the coal supply chain is one of the most important issues in a situation such as this, where all players are likely to have some damage and all have a vested interest in return to normal. Rail workers did things without having to be asked, which demonstrates the value of loyal staff. The industrial base of the Hunter Valley, where earthmoving machines and quarry products are available, was also an advantage in quickly completing repair works.

A question from the floor queried if the severity of the flooding was due to siltation of the Hunter River - levees can lower river velocities and increase siltation rates thereby reducing the effective height of the levees. The Hunter Valley Flood Authority is well aware of this and is taking action. Dredging of the river bed is under consideration, among many other options. [Reporter: Malcolm Cluett}

## **WANTED ALIVE: GREAT REWARDS:**

The Great Zig Zag at Lithgow was, in its day, regarded as an engineering wonder with much the same reverence as that given to the Opera House today, and indeed it was a grand achievement for a remote and struggling colony. Within a matter of years the Zig Zag was a major operational impediment, but it wasn't until 1910 that the existing 'ten tunnels' route was completed, allowing abandonment of the former route. It remained so for the next 66 years until a number of people with a bit of drive and vision restored a working railway to the formation over the grand viaducts and through the tunnels, although this time it was as a tourist venture with the Zig Zag at its core.

The Zig Zag Railway is a not-for profit Co-operative situated just east of Lithgow in NSW. Volunteer members operate trains every day of the year, except Christmas Day, through rugged Blue Mountains scenery over the world-famous Great Lithgow Zig Zag. Steam trains operate on Wednesdays, Saturdays and Sundays, and also during school and public holidays. A conducted tour of the line, using a vintage diesel Railmotor, operates on other days.

Although it has a small core of paid staff, volunteers have been the mainstay of the railway since its reopening in 1976. The railway is always looking to enlist new volunteers, particularly those with skills, knowledge and training in technical and engineering areas.

There are many roles available, but the railway is particularly keen to gain the services of volunteer engineers and technicians who would have knowledge and skills which could assist in the maintenance and operation of rolling stock (particularly diesel locomotives and railcars), signalling, track work and structures.

Within the RTSA and Engineers Australia there will be members who, between them, hold the corporate skill and knowledge bank of the 'old' railway including the skills and techniques appropriate to the Zig Zag type of railway. Hopefully there are members, particularly those who have retired or

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SEPTEMBER 2007

work only part-time, who would enjoy the companionship and challenges of passing on their knowledge to the next generation while helping to keep this historic railway and its equally historic rolling stock and infrastructure going in the twenty first century.

Volunteering need not be onerous, and there is no minimum number of turns which need to be worked. However, some operational roles, such as driver, guard or signaller do have some requirements. If you can manage just one day a year the railway can find you something to do.

If you would like to offer to assist, please contact Mark Tarnawski on 02 9724 1972 or 0418 636 501 or fax: to 02 9726 8210.



*[Volunteering in this context is not only an enjoyable break from routine but is particularly important so that the skills, knowledge and wisdom of a life already well served can be passed on to future generations who are, in various ways, trying to retain some of the artefacts and memories of the past in an enjoyable and sustainable way. There are organisations in just about any walk of life which depend on volunteers, and in the railway game there are quite a few in a similar situation to the Zig Zag Railway. Illawarra members might find an interest at Albion Park, those in the Southern Highlands might look to*

*Thirlmere or Canberra, while citybound residents could look at Loftus, Valley Heights or Eveleigh if Zig Zag is too remote. Wherever it may be I am sure that you and your contribution will be made very welcome, and over time you will find an enjoyable and rewarding pastime while being a volunteer.*

*While this sort of appeal is not the normal fare of Newsletter, there is an increasingly urgent need to tap into the now very dispersed and ageing bank of wisdom that was at the core of the 'old railway' before it is all too late. The editor, being a senile old citizen himself, has strong feelings on this topic, hence the appearance of this item in this Newsletter.]*

## **THE ART OF RAILWAYS**

Since we are into the unusual in this Newsletter it would seem appropriate to include a review of a new book, *Patterns of Steam*, by Shane McCarthy.

It is very easy, while immersed in the day to day life of today's railway(s), to forget how much has changed over the last half century or so. Every so often something bobs up to remind us, and one such is this new book of evocative black and white steam photographs from the 1960s and 70's era

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in Australia and New Zealand. However, this is no normal picture book, but rather a very high quality 'rail art' tome produced to a standard not seen before in this genre in this country. It would also be quite reasonable to put this book in the category of a remarkable historical record of its times, which should be of great interest to social historians as well as rail industry members and rail fans.

The only colour is in the title "Patterns of Steam" and the author's name, and in fact the pattern theme really does run right through the 350 pictures. Every double page spread has a theme and there are additional themes linking adjacent pages; in one or two cases these are really obscure or abstract. One ABC interviewer described the book as a 'puzzle book'. Shane's hope is that people will enjoy unravelling the links, and will see something new in the book each time they open it.

Shane had a working life as a corporate lawyer, a job that for many years until retirement kept him from completing this work – the culmination of his life's passion. As he says "it is very much the work of one person. I did the design, the writing, the printing of the photographs, selected the paper and the inks and the printing process and the pre-press and press supervision." It is as near to a handcrafted book as you are likely to see in this day and age. On the choice of black and white Shane comments "the absence of colour forces the photographer to concentrate on the true elements of a photograph, the forms, shapes, tones and textures, the masses of dark and light"; and it shows – the book is a personal journey that says as much about the author as it does about a long gone era.

Colin T. Gifford, doyen of British railway photographers, commented in a letter to Shane "The 'feel' embodies class, ... the format is ideal as is the paper on which it is so beautifully printed. Tien Wah Press has done justice to your printing, and both set an example to aspire to..... Picture selection and picture priorities, trimming, image relationship, caption placement and folio all show considerable thought and reasoning. The design is probably too subtle for most reviewers but as time passes and people become more enlightened, its status will [be] recognised... congratulations Shane, I am inspired!" Trains magazine, the flagship American rail magazine, has its coming review (Nov 2007 issue) with banner headlines "Stunning Aussie Steam" in a boxed section headed Recommended Reading – emphasising the universal appeal of quality photography and reproduction regardless of where the reader may be. Great praise indeed.

This book can be obtained from Rail Heritage Central bookshop (almost next door to our meeting place at Central station), other selected book outlets, or direct from Shane (as publisher) at [www.patternsofsteam.com](http://www.patternsofsteam.com). While the book is not cheap it is one of those occasional things that is likely to fall into the 'must have' category once you have seen it.

## **MEETINGS**

The list of coming meetings is now in tabular form as the second last page of the 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.

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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 new time and place for our meetings is designed to make these 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.

You will note that we have our regular meeting scheduled at Central on Wednesday 7<sup>th</sup> November, and a joint event with IEE at Chatswood on Thursday 8<sup>th</sup>. In effect this is a bonus that comes from our move to Central. It is hoped that those members who are interested in both topics will be able to get a 'leave pass' – after all it is all part of professional development.

Speaking of Professional Development, 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.

**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)

## **PROGRAMS IN ENGINEERING**

The University of Wollongong has two new post graduate courses in Rolling Stock Engineering. These have been developed by Rail CRC in response to a requirement by the rail industry to overcome a shortage of rolling-stock engineers.

The courses are Graduate certificate in Rolling-Stock Engineering (one year part time) and Master of Rolling Stock Engineering (two years part time). The attempt to 'cut in' part of the flyer about these courses at the end of last months Newsletter was not entirely successful, but by the time you read this the text should be available on the RTSA web site ( at [www.rtsa.com.au](http://www.rtsa.com.au) )

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## HOW TO PROPERLY PLACE NEW EMPLOYEES

1. Put 400 bricks in a closed room.
2. Put your new employees in the room and close the door.
3. Leave them alone and come back after 6 hours.
4. Then analyze the situation:
  - a. If they are counting the bricks, put them in the Accounting Department.
  - b. If they are recounting them, put them in Auditing.
  - c. If they have messed up the whole place with the bricks, put them in Engineering.
  - d. If they are arranging the bricks in some strange order, put them in Planning.
  - e. If they are throwing the bricks at each other, put them in Operations.
  - f. If they are sleeping, put them in Security.
  - g. If they have broken the bricks into pieces, put them in Information Technology.
  - h. If they are sitting idle, put them in Human Resources .
  - i. If they say they have tried different combinations, they are looking for more, yet not a brick has been moved, put them in Sales.
  - j. If they have already left for the day, put them in Marketing.
  - k . If they are staring out of the window, put them in Strategic Planning.
  - l. If they are talking to each other, and not a single brick has been moved, congratulate them and put them in Top Management.
  - m. Finally, if they have surrounded themselves with bricks in such a way that they can neither be seen nor heard, put them in Government

## RENT-A-BOX: THE MOBILE SIGNAL BOX:

RailCorp today unveiled an interesting new initiative – the mobile signal box. This comes in three convenient sizes - deluxe Major Junction model (pictured), the Crossing Loop model and Frame X. They can be dry leased or come with one, two or three shifts of signalmen pre installed before delivery. Delivery can be arranged at relatively short notice to any site capable of a bearing a measly 500 tonne load and a 240 v power point for the kettle. The RTA have welcomed this move and have indicated that the registration and road user charges will be the same as any other articulated vehicle. The NRMA have indicated it will only provide roadside service for the wheels and not the signalling bit. For further information call 01042008.



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SEPTEMBER 2007

**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		
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		

# NEW SOUTH WALES NEWSLETTER

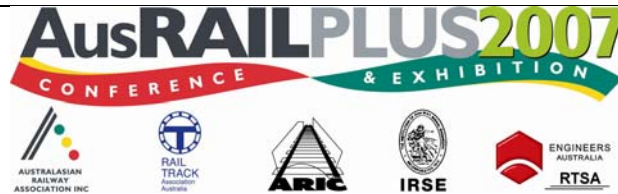


ENGINEERS  
AUSTRALIA

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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, **Speno 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.usrail.com](http://www.usrail.com)

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## KEY RTSA SYDNEY CHAPTER COMMITTEE CONTACTS

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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 McKay	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

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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