

NEW SOUTH WALES NEWSLETTER



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

FEBRUARY 2009

RTSA NSW CHAPTER MEETING

Wednesday 4th MARCH

11.30 for 12.00 in the

CENTRAL STATION - CONCOURSE MEETING ROOM

(next to Lost Property, opposite platform 2)

THE LIFE AND TIMES OF ALEX



The ups and downs, hither and yon – the life of Alex

ALEX STONEY, one of our Chapter stalwarts, has spent a lifetime in the rail industry. He started back in the early 1960's, at a time when steam was still common, and worked through some of the more tumultuous times where rail was commercialised, privatised and ostracised to a point where it is now hardly recognisable as the same industry as when he started.

Come with us while Alex gives us the inside story of his life, experiences and ideas as he sailed productively through a most interesting period.

Alex is a mechanical engineer and has spent his working life in the railway vehicle supply industry. He is a fellow of the Institution of Engineers, Australia and a member of the Institution of Mechanical Engineers.

The usual light lunch and refreshments will be available prior to the meeting proper.

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A WORD FROM THE CHAIR

The national executive of the RTSA met in Wellington on Tuesday the 24th of February. A number of important items were on the agenda. Importantly planning for the CORE in Wellington in 2010 is progressing well. The transfer of knowledge from Perth CORE including a formal handover document will assist in the preparation of CORE 2010.

The executive also met with Andrew Cleland, CEO of IPENZ and received a briefing of the operations of IPENZ and the support IPENZ is offering for CORE 2010

The New Zealand chapter of the RTSA is growing solidly and nearly up to its first anniversary. It is a challenging environment for the NZ chapter which covers the whole country. It held meetings both in Wellington and Auckland over the past year, whilst at the same time planning for CORE 2010. I would commend all those in NSW to keep September 2010 free and come to Wellington and see the wonderful sights of New Zealand and to learn of the rail technologies occurring in NZ and Australia. The cost of flights and accommodation is very reasonable and September will be a lovely time of the year in NZ.

As you can imagine there are a number of administrative issues associated with an origination across two countries - different currencies, different GST and other taxes and MOU between Engineers Australia and IPENZ to name but a few. Full credit goes to Andrew Hunt and the NZ chapter in setting up the NZ chapter.

Other items discussed at the executive meeting including further work on the business plan, activities and membership for young rail engineers and the NSW Asian metro study tour. There was a long discussion on how to engage young people into the rail industry. My thoughts were that we need some forums and activities that are more suited to younger people. Coen Stolz, a NSW committee member has been seeking interest for young engineer activities at the Grafton conference in June this year. (Unfortunately the response has been disappointing to date). Rebecca Taylor and Daniel Martucci are preparing a working paper which will be distributed to each of the chapters, seeking comments back from the young engineers within each chapter committee. I will also ensure that this working paper is published in the NSW Newsletter (and seek your comments).

The financial position of the RTSA remains very sound and the National Executive agreed to set aside funds specifically for meritorious initiatives. This will mean that some initiatives do not have to wait for the next financial year for budget allocation, but merely seek executive approval.

The metro symposium last November also made an unexpected surplus. As a result I can announce that the RTSA national executive has agreed to subsidise the Asian metro study tour not only with the surplus from the metro symposium but also additional RTSA funds. The details of the itinerary, pricing and amount of subsidy for Asian metro study tour will all be announced at the end of March. Please stay tuned for news of this event.

I will provide a full report on all the outcomes of the national executive meeting in next month's newsletter.

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REPORT OF LAST MEETING: Malcolm Cluett

Mr David George, CEO, Co-operative Research Centre for Rail Innovation, 4th Feb 2009

The speaker has a background as a senior manager with British Railways, Queensland Railways, New Zealand railways, and finally the CRC organisation.

The various CRC bodies originated under the Keating government. They have three participants, ie, the Commonwealth Government, a University and a Business Enterprise (the railway industry in this case). They are intended to provide a critical mass for effective research ventures. There was an earlier Rail CRC, which was based in Rockhampton and wound down in 2007. The new CRC for Rail Innovation is the subject of this presentation, and is based in Brisbane. It has strong linkages to the Australian Rail Association in Canberra. More than \$100M has been committed by the Commonwealth Government, industries and universities, and will be spent over the next seven years.

It was said that this is an exciting time for the rail industry. There is currently much growth and investment, but there are also difficulties, such as the age profile of the staff and the need to attract and retain new employees.

The railway industry has strong environmental credentials, and abounds with opportunities for innovation. For example, there are economic benefits to be had if the coal transport networks in NSW and Queensland were improved.

The CRC for Rail Innovation will focus on seven main objectives:

- Climate change and the environment
- Improving Rail Safety and Operations (ie, level crossings)
- Unleashing network capacity and performance
- Improving urban mobility
- Developing human capital
- Leveraging smart technologies, and
- Adoption and commercialisation of research outcomes

Some current projects of the CRC for Rail Innovation include:

- OZ Electronic Controlled Braking, allowing longer and heavier trains, and more trains on the network.
- Train Health Systems (aiming for zero reactive maintenance)
- Schedulermiser (optimising the rail network with the supply chain)
- Freightmiser (improved punctuality of freight services, and fuel savings)

The projects being researched are diverse, and there are currently 26 projects under way.

The research is industry-driven, ie, research is industry-focussed and driven by individual requests. There are no pure research projects.

The speaker view is that there should be better links between Academia, research workers and railway employees.

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Level Crossings are an important area of research, and human factors are a focus of this. A related issue is making safety enhancements for level crossings more affordable.

Another problem is the need to increase line capacity in the current network. Some areas, like the coal networks or commuter lines in certain cities, are bursting at the seams. There is an increasing focus on urban passenger services in the current CRC.

The Sydney – Canberra – Melbourne Very Fast Train (VFT) project may be revisited.

A problem is that many Generation Y employees tend to change jobs every eighteen months, and it takes three years of in-house training to project a qualified Signals Engineer (for example). The speaker concluded that the Rail industry is not perceived as an employer of choice among Gen Y-ers, and this needs to be addressed. The age profile among the current rail employees is not favourable, with a surge in retirements over the next few years.

There is some diversity of opinion among rail organisations as to which technology path they will choose, and this might cause the same sort of problems as the break-of-gauge issue in the 19th century. (ie, Technical inter-operability, or technology aspects). There should be a common technology platform and Open Systems.

There also needs to be a constant surveillance of the international “knowledge bank” to prevent re-invention of the wheel.

The modern railway is underpinned by digital communications. A “digital railway” with advanced train control systems, train health monitoring systems, ECP brakes, etc will increase capacity.

The speaker showed an unusual picture of a gyroscopically-stabilised monorail, dating from around WW1, which was thought to provide great promise, but disappeared without a trace.

In a sign of the times, one avenue of research is reducing the impact of vandalism and graffiti.

Questions and Answers

Q Are technical papers (published in other languages) investigated for solutions that could be applicable to Australia ?

A The CRC's first objective is to collaborate with the English Speaking countries. Some railway organisations prefer not to put research papers in the public domain, because it could affect their competitive advantage. Incidentally, a Google Search does not necessarily uncover all published railway research papers.

Q The Senate is reviewing submissions over the next three weeks. Any advice for potential submissions ?

A The ARA and the UITP are best placed to do rail advocacy work.

Q What was an example of work of the old Rail CRC ?

A The ECP brakes project. It looks promising for commercialisation.

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Q What sort of projects are amenable to being picked up by the CRC ?

A It depends if it fits in with the broad objectives funded by the Commonwealth, and if resources are available. New formative-stage projects are possible. The Federal Government put \$ millions into the car component industry. Why not the rail component industry ?

Q Rail vehicles are getting heavier and more energy-intensive. The car industry is doing the opposite. Why is this so ?

A: Transport emissions will double over the next few years. The best approach is a significant modal transfer from road the rail. This is where the biggest “bang for the buck” can be obtained in terms of reduction of fuel consumption and emissions.

Accelerated depreciation could make it possible for the railways to have a faster turnover of assets. For example, the average age of locomotives in Australia is 25+ years, while the average age of trucks is much lower. Research isn't the answer to this obvious problem.

Regarding standardisation, the example was given (in round figures) of a QR loco costing \$8m while a larger locomotive for the Pilbara, available off-the-shelf from North America, costs \$3M. There are benefits to be had in standardisation, and research will underpin this.

Q Why doesn't the CRC have some openings for final-year undergraduates, or for final-year thesis students

A This is a good idea. Previous research work was dominated by Masters & PhD students. Utilising undergrads could also lead more young people to get involved in the railway industry.

As a concluding comment, the speaker said that Passenger rail is a political football, and this does cause sub-optimal decisions to be taken. Direct political involvement does occur, and it causes problems. This is another thing that can't be solved by research.

The speaker was thanked by the Chairman for an interesting and well-attended presentation.

AS A MATTER OF FACT: Max Michell

As we lurch into uncharted waters (as the doom-sayers keep calling the immediate future) we no doubt are wondering what the future holds for us and our industry. There is little doubt that there will be some casualties coming out of the recessive times we inhabit, some of which will be industries and services that in fact should have died long ago. But there will be many that either due to subdued demand or simply as an outcome of timidity and lemming like behaviour will be in trouble, which will cross over into other areas. Transport is one of those other areas. Reduced demand, which itself relates back into reduced manufacturing will inevitably lead to reduced demand for transport of goods and services in many cases. However all may not be lost. A couple of potential 'silver linings' are the subject of this opinion piece.

Think about the east coast for a bit. In the retail freight sector rail is particularly weak, but this does not need to be so as is demonstrated by the long haul between the east coast and Perth. In a way the east coast retail rail business does not have a lot to lose. On the other hand rail is frequently reported having the lowest cost base, at least for its line haul activity. The area where rail gets really creamed is the end on pick up and delivery (PUD) activities, and in its own terminal activity and service levels. In a depressed

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economy, where there will be a lot of road owners and operators looking to stay afloat, rail has to have a degree of leverage – crank the charges for PUD downwards (market forces at work), and use the traffic lull to redesign terminal activity to be much more efficient (in all meanings of the word) as far as the real customer is concerned. Even if rail can only hold its retail freight volume over the next year or two it could well increase its market share as a result. Of course, as pointed out last month, it would be really helpful if rail could maintain direct contact with its customers rather than relying on an intermediate party visible to the customer only as a road operator.

One of the problems here is the paucity of rail service. The east coast routes attract very few trains and those are all clustered around the supposedly peak times of the day. On a recent afternoon at Maitland there were three northbound superfreighters for Brisbane in 30 minutes, leaving the next 1410 minutes for the remaining daily superfreighter and a general freight train. Hardly good utilisation of infrastructure, nor good service for potential clients. All three of those trains would have been clamouring for attention at the terminal at Acacia Ridge next morning, providing a peak which no terminal could efficiently serve. As far as most end customers were concerned their delivery would be decidedly un-peak.

One of the two major retail rail freight carriers is being assessed as a loser by the stock exchange – the same lemmings who in part contribute to the continuation of the financial crisis in the first place. One might assume that that particular company is too distracted by this and associated matters to necessarily pay much attention to the opportunities that might present themselves in the way of improved rail performance. Overall, although there is some silver in the lining of the clouds, I am not confident that the rail operators are likely to be able to advantage of it. In fact unless the incumbents in that business engage in some creative changes of attitude and direction I would be doubtful if we will ever see rail drag itself out of the pitiful position it now occupies in east coast retail trades.

One area where rail will take a big hit is in the bulk trades. Already iron ore and metallurgical coal trades look to have run into a metaphoric brick wall. Some major capital projects have been put on hold, while other developments look to be hamstrung by collapse of the previously free and easy credit market. But not all is lost. It seems that the market for thermal coal is standing up reasonably well, and in many cases investment continues, albeit at maybe a slower pace. New locomotives and rolling stock across all the major bulk haulers continue to be delivered with no commensurate contraction of the existing fleets.

The Hunter Valley network is an interesting case. It deals mainly in thermal coal and at this stage does not seem to have taken much of a hit from the current financial crisis. In fact for several years the export coal tonnages from Newcastle have been constrained by capacity issues, most recently the ports which currently are only able to handle around 100 million tonnes per annum (mtpa), but with the expectation that this will lift to around 140 mtpa within a year. The rail infrastructure is currently somewhat ahead of this constrained demand. The outer fringes of the network – the Ulan and Narrabri lines – are where very significant growth in coal extraction is predicted so the rail problem is to amplify capacity on these lines while strengthening the central core of the Hunter Valley network south of Muswellbrook. The above rail operators have also invested in additional resources in recent times, although there would have to be a continuation of that as tonnages rise and the length of haul grows. An interesting by-product of the growth in coal demand is the ordering, for the first time in quite a while, of a number of 'next generation' locomotives, including a number available for lease. These resources may prove to be providential in the near term.

All this set me to thinking about what has actually been achieved in the way of Hunter Valley infrastructure improvement over the period since ARTC took up their lease in 2004. Taking a cue from 2008 documents

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(all on the ARTC web site) I have arrived at the following Hunter Valley improvements that have been completed by the end of 2008 –

- One grade separation
- Two headway reductions
- One duplication
- Two CTC signalling installations
- 13 new or extended crossing loops

On the horizon, and due between 2009 and 2012 we find –

- Two bi-directional signalling installations
- Two triple tracking, one including a regrading
- Two junction re-configurations
- Three duplications
- One extension of CTC
- One by-pass
- One headway reduction
- 12 new or extended crossing loops
- One crossing loop re-configuration
- Liverpool Range new alignment

Implicit in all this is the extension of 30 tonne axle loading to the Narrabri area, and a significant growth in above rail resources. Port expansion will need to continue to meet the growth in demand, predicted to reach 180 mtpa as early as 2012.

ARTC produce an updated Hunter Valley Capacity Strategy each year and it is anticipated that the 2009 version should be released in the next month or so. That should provide the first solid indication of the coal producers own view of the future, as well as, hopefully, a longer view of investment needs beyond the relatively short five year horizon of past strategies.

STORE – STUDY TOUR TO ASIAN METRO SYSTEMS

Planning the itinerary for this tour is progressing with full details being released late in March along with calls for expressions of interest at about the same time.

As has been previously advised the tour will take in **Singapore, Kuala Lumpur, Beijing, Shanghai and Hong Kong** and will focus on Metro's, although there will be additional attractions which will round out a tour of considerable interest to members, friends and partners.

The RTSA web site (www.rtsa.com.au) will have details as they are determined. E-mail MetroTour@rtsa.com.au if you have any queries, issues or suggestions.

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GRAFTON CONVENTION – 12th to 14th JUNE 2009

IE Newcastle Division, in conjunction with RTSA and IE National Committee on Transport is holding a Convention in Grafton from Friday 12th June to Sunday 14th June this year. The topic is **Transport and Communication: Australia's Backbone – Past, Present and Future** and is in Grafton as part of the 150th anniversary of the founding of that city as well as the 75th anniversary of opening of the double deck rail and road bridge which completed the standard gauge rail link between Sydney and Brisbane.

A number of keynote speakers have been invited including David Marchant, CEO of ARTC and Wal King, head sharang of Leighton Holdings both of whom are natives of Grafton.

Conference streams will include

- The past – our transport achievements
- Our communications heritage
- Transport resources and infrastructure
- Transport and communications in the future
- Engineering challenges
- Future directions and challenges

Coen Stoltz and Chris Venn-Brown are RTSA coordinators for this event. Coen can be contacted on Coen.Stoltz@ttgtt.com.au, and he is particularly interested in Young Engineer input to the convention.

The IE Newcastle web site (www.newcastle.engineersaustralia.org.au) has all the details of the conference including registration details. Note that IE member rates apply to all RTSA members.

LETTERS TO THE EDITOR

Letters to the editor are very welcome. In general letters should be relatively concise (no more than half a page) and should relate to either past material in the Newsletter, events or activities of interest, or reminiscences or future watching of the rail industry as a whole. If in doubt write anyway – the editor is quite pleasant to deal with after that first cup of coffee in the morning.

Barry Skelton has written –

I have just been re-reading the Editor's March 2008 article in Rail Horizons, which I did not give enough attention to at the time.

There are a number of comments which I wish to make, and they mainly concern the headways of passenger trains in the late 50's. You commented on the ability of the trains at St. James to make a 2 minute turn-round, and achieve 2 minute headways during peak periods. At the Sydney meeting about the Hong Kong MTR, the chap sitting next to me said he doubted Sydney would ever achieve better than a 3 minute headway – how could such a thing be possible? At the time when St James was in full flight, I was working in London, and used its Underground railway system. London Transport, as it was then, widely broadcast its albeit somewhat primitive telemetry system which recorded trains passing a particular point on a circular chart for all who passed the recording point to see. I must admit I doubted it too, so when I was next on the platform on the Northern Line at Kennington during the evening rush hour, I timed several trains from doors closing to the doors opening on the next train. That time was 1 minute 20 seconds, and the dwell time at the platform with doors open was between 18 and 22 seconds.

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Each single-deck coach was equipped with two single- and two double doors, opened remotely by the guard. There were seats at each end section for 16 passengers (plus two flap-down seats) and seats for 16 in the centre section. With standing passengers, total capacity would double in the rush-hour. Each train was of seven coaches, or a train capacity of about 700. Mind you, there were more trains, more drivers, and because the Underground railway system was divided into seven regions ("lines"), it did not take two years to train a driver! (Incidentally, many of the lines nowadays have one-man and even automatic operated trains.) And every effort had been made by the management to make the stations appear bright and cheerful in spite of their diminutive size – no black-painted walls or roofs. By comparison, on the busiest main-line track – then the British Railways Eastern Region out of Liverpool Street terminus – the route to Shenfield was signalled for 2-minute headways at 60 mph and further out for 3-minute headways at 90 mph.

The message therefore is this: time-table single-deck trains for the 'rush-hour' shorter journeys, and reserve the double-deck trains for the longer journeys where ingress and egress can take longer. And waiting for 20 minutes, 30 minutes or more for a service in a city the size of Sydney must surely be unacceptable.

Barry has also contributed a second letter on a quite different topic, as follows -

I have recently been reviewing the comments of our Editor (in both National and State Newsletters) concerning the substantial reduction in the volume of total goods/freight conveyed by our railways, and the railway requirement that the goods be consolidated for them into, not just wagonloads, but trainloads, and then wonder why so many customers do not wish to use the service. This is coupled with the observation that Sydney doesn't really like to talk about freight messing up our railways! So we make curfews.

It is not just our Editor who have pointed out the problem; there have been in recent times a number of initiatives discussed, most of which have gone down like lead balloons. Have we now developed a mindset that we don't really want to get our hands dirty with small cargoes? Some of the comments made are:

Where are the factories or warehouses that used to be adjacent to railway sidings? Has our love-affair with the heavy lorry removed all thought of using any other method of transport? Is it now thought that the warehouse or factory owner is no longer responsible for providing a loading dock for his goods? Do we have to provide different incentives for businessmen to think laterally?

Where are the line-side terminals that have become so unattractive for long-haul heavy trains? It is undesirable for long trains to shunt into sidings to drop off or pick up one or a small number of wagons. But the cost of a siding (with points at both ends) is comparable, possibly much smaller, than providing a hard stand and access road for B-doubles. Have we become too inflexible to even think about sub-contractors installing a private-owner siding?

Back in 2002, our Newsletter featured the CargoSprinter. Maybe it was not quite right for anywhere in Australia, but is the idea wrong? Can some of our mainline trains be like many of our modern heavy lorries that have a fork-lift truck on the back, and have a heavy-duty fork lift truck on board that can load or unload a few containers? Can our mainline trains have a small locomotive attached that normally free-wheels, but can shunt a few trucks into a siding in the middle of the outback? Can the old version of a slip-coach be modernised? Do we have to confine ourselves to double-stacked 'liner' trains of 1.8 km? Isn't there another freight operator who could offer a more individualised service?

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Back in 2006, we gave a great deal of publicity to Ed Zsombor from Canada and the success he has had in his home province in keeping small branch (wheat) lines open. Are we too determined that it is all 'someone else's problem' that we cannot do something similar here? Are we so beholden to or cowed by the public service mandarins that we cannot take our own initiatives? Are we too terrified of our politicians to lobby them into relaxing the legal structure to allow a Zsombor idea to flourish? Are the politicians terrified of allowing rakes of publicly-maintained wagons to disappear beyond the black stump?

But perhaps we are addressing the wrong people.

MEETINGS

The next meeting will be at our usual Central Station venue on the first Wednesday of February (4/2). Details are provided in the usual front page flyer in this Newsletter.

Future meetings are listed in the table toward the back of this Newsletter. Meetings are normally on the 1st Wednesday of the month at 11.30 for 12.00 in the large meeting room off the main concourse of Sydney Central (Steam) Station. The venue can be found in the North West corner of the main concourse opposite platform 2, next to the Lost Property Office. For those who want to keep up to date with their books and magazines the ARHS Bookshop is only a few metres east of the meeting venue – usually quite a few of our attendees can be found in the bookshop after our meetings!

TELL US WHAT YOU WANT (OR IS EVERYTHING PERFECT?)

There are a multitude of activities and developments happening within our industry, ranging from the high level (policy and the like) through major construction and acquisition to relatively minor matters that often go completely unrecognised and unreported are all part of our industry and in most cases are only known in detail by relatively few of us.

We are always on the lookout for interesting and varied topics for meetings. Basil does a great job in getting an interesting and varied program up, but he would welcome any, all or more bright ideas from members. So if you have a pet topic, or are overcome with curiosity about something of interest in the rail domain, then contact Basil at basil.hancock@railcorp.nsw.gov.au and let him know.

It may be that there are activities (such as visits, 'out of town' locations for meetings, social gatherings or whatever) that we could do additionally or instead of the existing range of goodies provided by our Chapter of RTSA. Let us know and we can then consider what and how we might be able to improve the things that we do for members. Contact in this instance should be to Andrew Honan in the first instance – details of how to let Andrew know are on the back page.

A TRAIN DRIVERS STORY:

A Train driver dies in a car accident on his 40th birthday and finds himself at the Pearly Gates.

A brass band is playing, the angels are singing a beautiful hymn, there is a huge crowd cheering and shouting his name, and absolutely everyone wants to shake his hand.

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Just when he thinks things can't possibly get any better, Saint Peter himself runs over, apologises for not greeting him personally at the Pearly Gates, shakes his hand, and says, "Congratulations son, we've been waiting a long time for you."

Totally confused and a little embarrassed, the Train Driver sheepishly looks at Saint Peter and says "Saint Peter, I tried to lead a God-fearing life, I loved my family, I tried to obey the 10 Commandments, I tried to be ethical with all my passengers, but congratulations for what? I honestly don't remember doing anything really special when I was alive."

"Congratulations for what?" says Saint Peter, totally amazed at the man's modesty. "We're celebrating the fact that you lived to be 160 years old! God himself wants to see you!"

The Train Driver is awestruck and can only look at Saint Peter with his mouth wide open. When he regains his power of speech, he looks up at Saint Peter and says "Saint Peter, I lived my life in the eternal hope that when I died I would be judged by God and be found to be worthy, but I only lived to be forty."

"That's simply impossible son," says Saint Peter. "We've added up your time sheets."

GEOGRAPHIC TRIVIA:

(The editor cannot vouch for the accuracy of these – they are for entertainment only!)

Alaska: More than half of the coastline of the entire United States is in Alaska .

Amazon: The Amazon rain forest produces more than 20% the world's oxygen supply.

The Amazon River pushes so much water into the Atlantic Ocean that, more than one hundred miles at sea off the mouth of the river, one can dip fresh water out of the ocean. The volume of water in the Amazon river is greater than the next eight largest rivers in the world combined and three times the flow of all rivers in the United States .

Ninety percent of the world's ice covers Antarctica . This ice also represents seventy percent of all the fresh water in the world. As strange as it sounds, however, Antarctica is essentially a desert. The average yearly total precipitation is about two inches Although covered with ice (all but 0.4% of it), Antarctica is the driest place on the planet, with an absolute humidity lower than the Gobi desert.

Brazil: Brazil got its name from the nut, not the other way around.

Canada: has more lakes than the rest of the world combined. Canada is an Indian word meaning ' Big Village ..'

Chicago: Next to Warsaw , Chicago has the largest Polish population in the world.

Istanbul, Turkey: Istanbul, Turkey, is the only city in the world located on two continents.

New York: There are more Irish in New York City than in Dublin , Ireland ; more Italians in New York City than in Rome , Italy ; and more Jews in New York City than in Tel Aviv, Israel .

Ohio: There are no natural lakes in the state of Ohio, they are all man made.

Pitcairn Island: The smallest island with country status is Pitcairn in Polynesia, at just 1.75 sq. miles/4.53 sq. km.

Rome: The first city to reach a population of 1 million people was Rome, Italy in 133 B.C. There is a city called Rome on every continent.

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DATE	SPEAKER	TOPIC	LOCATION	TIME
4 March 2009	Alex Stoney Formerly with Commonwealth Engineering	A Life of Trains	Central Station Concourse Meeting Room	11.30 for 12.00
1 April 2009	Tim Ryan General Manager North-South, ARTC	Unlocking the Potential – Making Rail Competitive Between Melbourne and Brisbane	Central Station Concourse Meeting Room	11.30 for 12.00
6 May 2009	OTSI	Railway Accident Investigations	Central Station Concourse Meeting Room	11.30 for 12.00
3 June 2009	Ivan Waterfield Executive Manager, Cardiff Operations, Downer EDI Rail	RailCorp PPP A-Trains	Central Station Concourse Meeting Room	11.30 for 12.00
1 July 2009		Sydney Light Rail and Monorail systems update	Central Station Concourse Meeting Room	11.30 for 12.00
5 August 2009	Stephen Walsh General Manager, Hardface Technologys	Rebuilding Rail Track In Situ	Central Station Concourse Meeting Room	11.30 for 12.00
2 September 2009	David Wynd Projects & Engineering Manager, Faiveley Transport Australia	Electronically Controlled Braking	Central Station Concourse Meeting Room	11.30 for 12.00
7 October 2009	Peter Moore Executive Director, UITP Australia	Presentation on the UITP	Central Station Concourse Meeting Room	11.30 for 12.00
4 November 2009		Railway Incidents and Recovery	Central Station Concourse Meeting Room	11.30 for 12.00
2 December 2009			Central Station Concourse Meeting Room	11.30 for 12.00

BLACK TEXT: indicates meeting is confirmed

BLUE TEXT: indicates request has been made to speaker

RED TEXT: indicates a suggested topic only at this stage

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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, letters 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 our NSW Newsletter.

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For all other matters relating to RTSA Sydney Chapter contact Andrew Honan (Chair) or Bill Laidlaw (Secretary) 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 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. There are occasions when email members are able to be advised of events or changes at very short notice which cannot get to mail members in time to be of any use.

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