

# NEW SOUTH WALES NEWSLETTER

**JULY 2009**



ENGINEERS  
AUSTRALIA

**RTSA**

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

## RTSA NSW CHAPTER MEETING

**Wednesday 5<sup>th</sup> AUGUST**

11.30 for 12.00 in the

**CENTRAL STATION - CONCOURSE MEETING ROOM**

(next to Lost Property, opposite platform 2)

## **REBUILDING RAIL TRACK IN SITU**



**Shamus Walsh, Director of Hardface Technologys**, will give us a presentation on a process called Hedkote™ used to repair, rebuild and recycle railway track. The process can be used in-situ to repair damage or rebuild wear and can be used to recycle old railway track that has been removed from service. It is suitable for all types of rail, from standard to head-hardened, chrome vanadium and manganese. Repairs can be conducted on straight rail, rail ends and turnouts including crossings (frogs) and switchblades.

By including the process in a programmed maintenance plan, large costly repair work can be prevented, the service life of rail components such as turnouts can be extended up to three or four times, rail can be made safer and long waits for replacement rail components are no longer necessary. One of the projects currently under way is developing the process to work with the extreme axle loads and annual tonnages used by ARTC in the Hunter Valley in NSW.

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

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## AFFAIRS

The NSW Chapter first annual dinner is scheduled for Thursday August 6<sup>th</sup> at 18.30 for 19.00. Booking forms were circulated separately to members on July 14<sup>th</sup>. See item below

The NSW Chapter You-Tube competition has been given the green light and will be separately advised to members in a few weeks.

The STORE tour to Metros in Asia is progressing well with a 'full house' of participants. Those people participating need to take action to obtain visas for China and to attend to vaccinations as early as possible.

The Chapter AGM will be held in conjunction with the normal meeting on Wednesday 5<sup>th</sup> August at the usual Central Station venue. A committee nomination form is at the last page of this Newsletter

## RTSA DINNER

We felt it was about time that we extended ourselves into something more sociable than our normal technical meetings. To this end we have organised the first of what we hope will become our Annual Dinners, to be held at the Royal Automobile Club (down near Circular Quay) for **6th August, starting at 6.30 for 7.00 pm.**

One of the objectives is to broaden our horizons from the purely railway (as admirable as that may be) into something more sociable where partners, even with no interest in rail, will feel welcome. So partners are invited, and the cost per person will be \$60.00 for the evening. The RAC (at the Quay end of Macquarie St) is within easy reach of mainstream public transport (rail, bus and ferry) but if you feel compelled to use your car then parking is available at the Club for \$22.00.

The guest speaker will be Dale Budd AO, whose topic will be 'The Digital Railway'.

Booking forms have been sent to all members – book now for this most enjoyable evening.

## POINT OF VIEW: Max Michell

The near demise of rail in Tasmania, commented on while a 'work in progress' in the last Newsletter has drawn forth some interesting comments from the more knowledgeable industry observers over the last month. As most readers will (or should!) be aware the track was reacquired by the state earlier this year and the trains ('above rail' assets) were similarly acquired by the State in a bit of a last minute move during June, just prior to PN shutting up shop. It was from this point that the following discourse (suitably edited) started. Initially there was a somewhat provocative introduction as part of what up until then was a fairly torpid discussion.

*"This is the third time in 25 years resuscitation has been applied to the dying Tasmanian railways (AN takeover of TGR, ATN from AN, then PN from ATN) usually with large slabs of public money. .... Although bits of it might be financially attractive (the Melba line and the Goliath cement train) don't expect to be rushed with offers from operators for the network until the govt offers a bit more political and moral support in addition to this financial support."*

This didn't draw direct fire; at least until another piece of news turned up that Tasmania had approved heavier and longer trucks

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*"Good idea - buy the rail operations back then introduce heavier trucks!"* was the terse response, which was quickly followed by

*"I rest my case. No rail operator with an ounce of economic sense would touch this network- and govt subsidies would be morally wrong. Let's concentrate on getting the mainland rail system to a point where it can assume a more substantial role in the modal mix. Tassie is a lost cause."*

This certainly stirred up the ants nest –

*"I assume you were stirring us when you said "govt subsidies would be morally wrong". Perhaps you might explain to us the "morality" of the road transport industry receiving government subsidies."*

Along with another more measured response

*"One question. What happens when:*

1. *Fuel is \$2.00 /litre (or \$3.00 /litre).*
2. *Truck drivers (getting fewer all the time) start demanding to be paid almost as much as train drivers.*
3. *The community starts demanding a mass-distance charge with reasonable recovery for avoided road costs, accidents and carbon emissions. We are talking about things which are only 2-5 years off. I have been observing road prices now for 16 years, and I am amazed at how much higher they are getting. During the 90's and early 00's road rates were going down or at least holding, but now road rates have definitely turned the 'J' curve."*

After a number of other fairly polarised exchanges the whole issue was encapsulated in a lucid explanation of where the regional and local rail business largely exists in this country at this time

*"I respect your views but do not wholly agree with them. In Victoria, as you know, we mandate the operation of specified rail passenger services, both metropolitan train and tram, and regional, through a multi billion dollar franchising system. The process is similar for both, notwithstanding that the metro services are operated by the private sector and regional by a government corporation (V/Line). Cost recovery from users is of the order of 30% for metropolitan and under 25% for regional services.*

*Whilst there is a strong argument for above rail freight services to operate on a commercial basis where this is achievable, in reality, at least in this country, it only does so for a select group of large volume bulk commodities and for long distance (mostly interstate plus some intrastate) intermodal services. In Qld, virtually all above rail general freight and bulk grain services are subsidised by way of service contracts with government. In NSW, branch line above rail grain services are now subsidised by way of gifting locos and rolling stock to GrainCorp. In Victoria, above rail intrastate intermodal services are directly subsidised on a per box basis payable to the terminal operators. Most of the above is also in receipt of below rail subsidies in one form or another. In WA, there are no general freight rail services to my knowledge.*

*Why is this "morally wrong"? What is certain is that none of these services would continue to exist without subsidy. The argument against subsidy would be stronger if we had a level playing field with road.*

*There is another important aspect to all of this which is particularly the case in Victoria and I suspect elsewhere. We all understand that the economics of rail rely heavily on economies of scale. In Victoria, PN has systematically dismantled most of the above rail regional freight business and transferred most of the above rail assets elsewhere to where they can be more productively utilised. I accept that this simply represents commercial logic on their part. But is the State or the Victorian community better off now that millions of tonnes of former rail freight has been translated into hundreds of B-doubles or similar? If on the basis of externalities the answer is either a definite "no" or even a "maybe not", there is probably a prima*

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*facie case for re-building the regional rail freight business, albeit in a more efficient and customer friendly way than was previously the case.*

*How can this occur when the freight community has almost totally lost confidence in rail's ability to provide a reliable and cost-effective service? How can we cause rail traffic volume to suddenly leap from its meagre level today to one where the above rail revenue begins to cover both fixed and variable operating costs? It's simply not possible. We know the traffic potential exists but re-building it will take in the region of 5 to 10 years of careful nurturing, quality service and confidence restoration in the market place. Do we want this or is it all too hard and a lost cause? The Tassie Govt is taking the only possible path in this direction and my belief is that others, including Victoria, will eventually have to follow.*

*This means that for quite a few years, the State will actually have to pretend it is running a passenger service and have to mandate provision of a specified minimum service level and underwrite it financially. Actual operation can be directly by the State or tendered to the private sector. In Victoria, operation by V/Line would actually reduce the cost of running some of our longer distance passenger services as, (guess what), we could again share resources and more productively utilise both locomotives and crews. What a novel idea! We will also have some surplus locos available from V/Line in a few years which still have plenty of life left in them. Do we put them up for sale? Yes, we could. How long would they remain in Victoria? Your guess. Or do we do a PN and scrap them to ensure that no other (nasty) people can use them? (Excuse my cynicism). Alternatively, to run a small number of mandated daily freight services to key nodes, some of the potentially most expensive assets will be available for free.*

*This is a debate we should have. I would like to hear others views."*

And indeed we would too. Although I have lifted this 'debate' from the obscurity of a private e-mail group and put it out in a more public place, it is the debate about regional freight rail, rail in general and the side the issue of the privatisation model thus far employed which is at the root of rail's future in this country. Over a long period, dating from the 1950's, rail has been slowly contracting into a rather thin network with limited reach across the country. A continuation would see eventual elimination of most of the rail network other than the major bulk haul lines and some of the inter-capital routes. A 'do nothing' approach, which in many ways is where we have been, is not the solution. There needs to be a proactive development of policy and practice which will allow rail to at least survive on its merits, with due recognition of the wider community costs, than is currently the case. Let the debate begin.

## **LADY CAROLINE GOES TO SEA**

*Every so often a story comes along that has nothing to do with rail but is sufficiently entertaining in its own right to warrant inclusion in the Newsletter. Among the many friends of the Editor there is one, a resident of the Far North Coast, who has a delightful propensity to do things that other mortals would never think of doing. His most recent venture has been the acquisition of a houseboat on the Clarence River, the only difficulty being that it (the Lady Caroline) was located up at Southport at the northern end of the Gold Coast. The following is his description of one of the few inter-state sea voyages ever made by a flat water pontoon houseboat.*

As predicted, there would be very little notice as to approaching calm weather that would be suitable for the houseboat to venture out to sea and down to the Clarence. After the storms and serious floods it was a surprise to suddenly be called on Friday afternoon of the long weekend and be told there is a window of opportunity - "we can go tomorrow".

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A hurried change of arrangements, a late drive to Ulmarra and a night in the caravan allowed an early start for the Gold Coast on Saturday morning. The previous owner had finally moved out but had not done all the things he promised to do to make it ready for its great inter-state venture. There was a bit of a rush to buy plywood to put across the front windows as well as fill water tanks and fuel tanks and otherwise prepare for a voyage out on the high seas. People seemed to conspire against us but the weather did not and we departed at 03.45 on Saturday with the last minute advice from the previous owner that the fuel tanks may be less than 300 litres each, despite several previous assurances to the contrary. We carried an extra 150 litres in jerry cans as reserve. As it transpired we needed it all.

A 2 hour steady run down the Broadwater to the entrance added to concerns, as the speed reached only just over 5 knots/hr instead of the promised 8 knots/hr. The speed factor did not significantly improve over the journey adding many hours and some 'excitement' to the whole thing, but the weather was BRILLIANT!

Seas were calm and there was a near full moon for the whole trip. Whales, dolphins and one massive storm, unexpected visits to North Coast ports and some ongoing concerns about fuel added to the joy and the workload. One whale almost landed at night on the boat and created a massive splash right alongside.



The pilot that I engaged some months ago was wonderful but fell sick the first night. Never having been seasick in his very long life at sea, we don't know what it was so I ended up as 'in command' at night on the high seas (fortunately very calm high seas). After a sleep he opted to overnight at Tweed Heads and an early start the next morning. We turned around and headed for the bar and managed to find a public wharf around 22.00 and hunkered down for the night, departing at 03.45 next day.

My life seemed to alternate between crawling in the hulls checking for any leaks, trying to establish how much fuel we had left and just pointing the boat through calm seas towards lighthouses that never seemed to get closer. After Tweed Heads I did a top up on the tanks from jerry cans.

A surprise and massive storm front emerged from the South West on Sunday morning and it looked like we were going to cop a beating. The pilot looked concerned. I felt concerned. He admitted afterwards he was concerned. As it turned out, the worst went out to sea ahead of us and apart from a bit of chop the seas remained calm. My frequently revised fuel reports determined we would have to make a landfall at Ballina. There is no marina there with fuel but we headed for what is reputed to be one of the worst ocean bars in NSW and up the Richmond River, still flowing fast and dirty from the floods.

As we started across the bar the starboard engine spluttered. Fuel predictions were correct! Nevertheless the truly professional crew brought the boat successfully up to the huge public jetty at lunchtime providing entertainment for all the café latte set dining 'al fresco' at the scene. Meanwhile some (self appointed) 'expert' locals provided advice on how we should proceed and once again gave earnest and sound advice that we couldn't go on until tomorrow. We should however have charged a small fee to onlookers during refuelling. It would have recouped some of the money we pumped into the Ballina economy.

Several taxi rides and large wads of money later, with over 300 litres of fuel in jerry cans decanted into the tanks and some reserve, we headed back out to sea on a beautiful sunny afternoon and turned to keep the hard lumpy stuff on the starboard side.

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A further beautiful and calm ride to Iluka arriving late Sunday night on calm seas with a bit of an offshore breeze chopping the water. After exploring the anchor winch in the dark and not being able to find the release pawl for some time I finally established that the winch worked, it was attached to a long chain and the long chain was bolted to the anchor well. It would have been easier in daylight but my time seemed to have been taken with constant fuel monitoring, refuelling and other key maintenance activities like making tea for the skipper.

We dropped anchor after 22.00 hours and slept, arising at dawn for a decent breakfast of bacon and eggs on even calmer water in the Clarence before manoeuvring to the Yamba Marina for fuel at 07.00. Once again I was glad of the professional expertise at the wheel (sorry helm) as the boat was spun around taking up most of the jetty and ultimately soaking up hundreds of litres more of fuel as well as that needed to top up the jerry can reserve.

Prudence came into play and I paid to leave the boat on the marina ('damn the expense') for a couple of days while I drove the Pilot back to the Gold Coast, taking my 'little' box trailer with me so that I could pick up the new modular 'Leggo' jetty from Brisbane on Tuesday morning.

From Brisbane complete with the Jetty it was back to Yamba, where I spent a pleasant night resting on the boat in the Marina – always wondered what it would be like living in a marina!

Next day, after a relaxed breakfast and some tidying up, I drove to Ulmarra and picked up Ed, from whom I had bought the Ulmarra land, and returned to Yamba to catch the tide and begin the journey up river. Ed is a boat fanatic and he really enjoyed the trip. Evidence of the recent floods was everywhere apparent, with silt and debris piled high and the occasional jetty warped or collapsed. The river was still muddy and running fast despite the support of an incoming tide.

We tied up for the night on the river opposite Maclean and arrived in Ulmarra (around 10 km downstream from Grafton) the following day around midday in glorious weather. We anchored off the end of the block and over the next couple of days I relaxed, assembled the giant 'Leggo' jetty and became more familiar with the boat and the river as I sidled alongside the bank. From that time on a dingy was no longer necessary for embarking or disembarking. Variety was provided by some landscaping of the flood ravaged banks and watching sunsets and sunrises from my new 'home'.

Days on which the seas are so calm in any year can be counted on one hand with some fingers left over according to my pilot. To get so many and with bright moonlight nights for the whole journey was indeed a blessing and a wonderful memory. Nights on the Clarence however may not be as warm as I thought with at least one while I was there down to 4 degrees. The weather has now broken.

## **VIDEO COMPETITION - RTSA TUBE 2009**

The NSW Chapter of RTSA will be running a railway themed video competition for undergraduate and high school students on "How Railway Engineers Make a World of Difference".

The aim is to increase public awareness (in particular in NSW) of 'railway', and to foster and maintain a positive image of railway engineers and the railway industry through a program designed for a youth audience using video-sharing sites like YouTube.

The competition will seek creative, topical, and effective videos of three minutes or less that focus on railway and railway engineer's contributions to the quality of life. The students can gain adulation of their

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peers, professors, family, and strangers who may view it, and some videos possibly will appear on the RTSA website and used to promote RTSA and the Railway Industry. But the most effective video clips may well compete for seven prizes totalling \$2,500.

This event is designed to serve as an excellent opportunity for students to win cash, gain experience, and earn recognition while in college or at university.

As soon as details are settled a brochure will be sent to members and also to others who are in the target groups

## **ASIA METRO STORE**

The list of participants has been finalised with 27 taking part. They have all been sent copies of the itinerary along with details of visas and other issues that need to be attended to in the intervening period before departure. Obtaining visas to China has returned to the relatively difficult approach that was adopted prior to the Olympic Games, but all the necessary documents have now been obtained to smooth this part of the process. Joining the morning queue in Dunblane St Camperdown (or relying on the mail man) is the next part of this process.

One interesting point for travellers on STORE is that there are eight different aircraft types on the nine flight legs between departure from Sydney and return, including the A380, B747, B777 (two marques), A330, A321, A320 and A319 – enough aerial variety to add a bit more interest to an already interesting tour

## **PUSH POLLING TOWARD THE METRO?**

*The Editor was sent the following item by two quite divergent sources, one actually being inter-state. I have no idea if it is correct or not (although it appears to come from a reliable source), but if it is then it certainly raises the issue of less than ethical behaviour on the part of someone intent on following the old dictum “Never ask a question unless you know the answer”. If any reader is able to elaborate on this issue then I am sure it would be of considerable interest. Now read on ----*

Last Friday afternoon I read on *Crikey* an anonymous tipster’s story that claimed Taverner’s, a market research company, was doing a survey in the Pyrmont area for the NSW Government. The survey focused on the proposed, and very controversial, metro rail projects and interviewees were being asked to choose between expensive overloaded trams running hourly (the light rail service actually runs every 10 minutes) and cheaper metros with plenty of seats running about every six minutes.

On Sunday afternoon a colleague rang to say that she had just encountered the survey team in the Broadway Centre and I decided to check the accuracy of the anonymous report. I found three Taverner’s Research people outside K-Mart and they seemed desperate for interviewees. I was told the survey was “for the NSW Government” and the criteria were quite narrow.

Hoping to recreate the metro versus light rail scenario I told them I was employed at Rozelle and that I travelled there from Central station. Unfortunately, they weren’t interested in the daily commute, They wanted to talk to people who did “business trips” by public transport. Had I recently made any?

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Thinking quickly, I concocted a trip from Rozelle to Parramatta on a recent but unspecified date. How had I done it? Well, I'd caught a bus to Summer Hill station (I estimated 20 minutes) and then the train to Parramatta, changing at Strathfield. This met the survey criteria.

To my astonishment, what followed indicated that the survey misrepresents the CityRail system as grotesquely as it does the light rail service.

In a set of "scenarios" I was asked to choose between going from Rozelle to Parramatta via the proposed CBD and Western metros and doing the trip by the bus and rail combination with various situations of seating at over- or under-capacity and differing travel times and prices.

The survey represented CityRail rail trains as running only hourly -- or alternatively and more bizarrely, every 50 minutes -- compared to the spiffy six minute headway of the proposed metro.

I pointed out that there'd been several services an hour on the Western Line for over a century, so it was all rather slanted, but the interviewer said I had to choose between the two scenarios as given. Naturally, I had to prefer the metro.

As I recall, the metro ticket price was significantly cheaper than the rail fare, even though my putative metro trip was twice the distance I'd have been travelling on CityRail -- and of course the bus fare added more on top. How the metro fares could be so cheap, considering that the Government's current estimate for the CBD plus Western metros is \$13.4 billion and a huge swag of that would have to be expensive private capital is a mystery to me ... but so are a lot of things on Planet Rees.

The key issue is precisely who in the NSW Government commissioned the survey. In the sprawling war zone of overlapping responsibilities and factional nastiness known as the NSW Government, the Ministry of Transport (presumably its Centre for Transport Planning and Product Development), the Premier's Department, the Metro Rail Authority, the Department of Planning, or even Joe Tripodi, the Minister for Infrastructure and Finance, would all have some motivation for engaging Taverner's and some interest in the outcome.

On the evidence that I saw, the survey is an outrageous attempt to set up a spin about enthusiastic public endorsement for the metro proposals. A push-polling effect is a secondary outcome of this weird little operation. Punters who don't use CityRail or light rail, and who may have absolutely no idea about the frequency of existing services, will come away assuming that trains and trams currently run very infrequently compared to the proposed metro.

## **IMPRESSIONS OF EUROPE: Frank Hussey**

After returning to OZ after eight weeks in Western Europe one's perspective on the state of our beloved rail industry changes somewhat. On the one hand Europe is about the role of the passenger train serving a market of populous countries with several large and medium sized cities relatively close to each other, and high speed rail services linking more distant ones -- but not in the Australian context of distance and population. Freight trains (with the exception of Germany and France) are, in comparison to passenger, few - almost all intermodal, and the countryside is littered with disused rail yards and wagons, with private sidings turned over to road freight forwarders. The latter is familiar, the former quite a shock.

On the other hand it is about government/public ownership and attitude of what is seen not only as a public service (like schools, hospitals) but a matter of national pride about who has the most / best high speed trains. Rail works are proceeding apace everywhere -ballast trains and like are very frequent, and we

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experienced a high level of inconvenience with station works aimed at expanding capacity. The frequency of services is amazing. We wanted to travel between Munich and Lucerne on a Sunday. No problem – there are connecting trains over three different routes that enable a choice of services, providing at least one every hour.

So you see another aspect of this picture – relatively high tax paying countries with a populace who see passenger rail as a public service and tolerate huge deficit spending on rail – although I noted some spectacularly engineered road works as well. (The famously well engineered rail pass from Verona (Italy) to Innsbruck (Austria) is dwarfed by the towering bridges and cliff hanging concrete embankments that enable the road to travel high up on the mountain side and fling itself over vast valleys.)

Perhaps it is for this reason that rail freight activity is relatively low in Europe. I don't have the figures – perhaps someone who has will respond – but it seems to me that it is comparable with the east coast of Australia with rails share of freight at about 10-20%. While there may be more trains the rail slice of the overall pie is the same or less. If idle locomotives hanging around yards and depots are any indicator then there is serious overcapacity and the new private entrants into this world have not succeeded in making a quantum modal shift.

We have followed the US in thinking quite differently about rail and road spending and I don't see this changing anytime soon in either country - despite President Obama's' views there are powerful forces in Congress for transport status quo.

Other brief impressions:

Best experience were the Swiss trains – the Bernina express and the Glacier express (which actually uses rack rail sections for much of its journey) and the cogwheel trains at Mt Pilatus, Zermatt & Interlaken.

Of the fast trains in an overall journey “comfort” sense; Germany's ICE was best – with plenty of room in 1<sup>st</sup> class, choice of open seating or compartment style, passenger information and service (but the ride quality very dependent on the driver), TGV – but we had seats facing backwards to travel and the train (Luxemburg – Paris) was packed – with standees in 2<sup>nd</sup> class, great 300 + kph but rough ride thru points and crossings at stations, Italian AV doing 250 kph offered a drivers eye view from a window in the leading car and was very comfortable, Shinkansen a great ride at 300 kph + - but computer controlled blended braking was a bit jerky (this was one of the old sets). Last came EuroStar where we were in Standard class admittedly but was also packed to the gunwales, we were sitting backwards again and facing another couple across a non removable table and had no leg room – kept playing footsies with this couple all the way! We were also in the last car and the bogie nearest the rear power car was powered and gave off a very annoying whining noise whenever it was in power (which was most of the time!).

Best train – undoubtedly the Austrian OBB “rail jet” – a new train running between Vienna and Munich (frequency every 2 hours) with very comfortable black leather seating, oodles of leg room, great table service (food and drinks), aircraft style information screens at the end of each car with GPS position maps, speed (160 km/h was the best we got from Salzburg to Munich) and Business lounges in “premium class” - sort of offices in compartments with Wi Fi, tables and chairs you could move around within the compartment space.

Tunnels – km after km of them (I think we spent 25% of our travelling time in tunnels) – the Adelaide Hills / Ardglenn problems would certainly have been buried (pun intended?) long ago in Europe.

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Best Metro – Paris – 4-6 min frequency depending on time of day, lots of stations and the way the sets hurtle thru the tunnels, squeal around the curves, upgrade and downgrade and generally behave like a ride on the “mad mouse” at the fairgrounds.

*(Frank has spent his life in the rail industry – driver, Union Secretary, Operations Manager and now a consultant – this was his first social trip to Europe and, as seems to be the custom, it made quite an impression)*

## **THE SPECIAL JUNE MEETING: reporter Malcolm Cluett**

### **TRAXX – THE EURO LOK: DR JANIS VITINS, DIRECTOR, MARKETING AND PRODUCT PLANNING, LOCOMOTIVES, BOMBARDIER.**

**Introduction:** Railway observers of North America, since the early years of diesel traction, couldn't help but notice the uniformity of diesel locomotives there, dominated by just three (now two) manufacturers, each offering a very limited range of models. Apart from colour schemes, there wasn't much variety in North American diesel locomotives at all. To an extent, this was controlled by the manufacturers, who wouldn't accept requests for special locos. The US Interstate Commerce Commission has long promoted interoperability and uniformity in all manner of North American rolling stock.

In Europe, the opposite was the case, whereby each country had its national railway system, and historically, its own locomotive builders. Things such as signalling, operating practices, communications etc differed in each country. The result was a tremendous variety of locomotives and rolling stock, and much inefficiency. There were delays when trains crossed borders, for things such as crew changes, locomotive changes and brake tests.

In March 2003, laws were passed for the beginning of open access in the European Union railway network. In January 2007, this was extended to complete free access on the whole of the EU railway system. Under the current regime, there is no market for locomotives that just suit a single country.

Inter-Modal Freight volumes are growing at the rate of 12 – 13% per annum. New Freight corridors are being developed as an alternative to sea freight across Europe.

The shipping industry is making more use of Mediterranean Ports, and using rail to carry the containers to the origins and destinations further North. The result will be a big increase in rail traffic on the North – South corridor traversing the alps.

Passenger railway services are also being expanded in Europe (in contrast to Australia, where passenger rail services are a bit scant).

**The TRAXX locomotive:** In the year 2003, the first Bombardier Traxx loco was produced. These locomotives are intended to exploit the new open-access railways in Europe. They are of four-axle configuration and feature modular design and standardised components. The design is derived from the German BR 185 loco. Traxx locomotives are used for freight, regional passenger and inter-city passenger haulage. They come in four varieties with the code letters AC (alternating current), DC (direct current), MS (multi-system) and DE (diesel-electric).

The main European railway voltages are:

- 15 kV AC 16.6 Hz
- 25kV AC 50 Hz

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- 1.5kV DC
- 3.0 kV DC

Locomotives are suitable for Variable Duty, ie, bogies can be geared for either freight or passenger service. For the latter, the traction motors are fully suspended, instead of nose-suspended, and geared for a higher speed.). Traxx locos are designed so that they can be easily changed from one duty to another. The drivers' cab is pressurised and air-conditioned.

Freight Traxx locomotives have a max speed of 140 km/h, regional passenger Traxx locos are geared for 160 km/h and Inter-City Traxx locos are geared for 200 km/h.

Bombardier have a 60% Market share in Europe for such locomotives. In 2008 there were 196 Traxx locomotives sold in Europe. More than 1400 have been sold, and they operate in fourteen countries.

Many of the Bombardier customers are leasing companies, rather than railway organisations, reflecting the changes in the railway industry since deregulation.

The speaker presented a diagram of the European railway corridors, and interoperability, of various combinations of Traxx locomotives.

The principle of standardisation and modularity also applies to the diesel-electric Traxx variant. Supplying straight electric and diesel-electric locos on the one platform is a world first. From the driver's perspective, the Pantograph raise/lower switch is replaced by the prime mover off/on switch, but otherwise it is the same to drive as a straight electric Traxx locomotive. The fuel tank is 4000 litres, which is small for Australia but adequate for European conditions. It meets the European Stage IIIA Emission requirements.

Traction motors, bogies, braking systems, overall dimensions, control & diagnostic systems, and the carbody are common between all Traxx locomotives. The fuel tank OR the transformer unit attach to the same mounting points under the body. The diesel prime mover is supplied by MTU. The diesel-electric variant has a maximum speed of 160 km/h.

Why would a European train operator, on a system where the main lines are almost fully electrified, want a diesel locomotive ? The reason is that many freight terminals are not wired, and there are costs associated with additional locomotives for yard movements.

There are still many secondary railways, even in countries like France, Germany, that are not electrified. The speaker had a colour-coded map of all European railways, to demonstrate the extent of electrification. Of course, the principal routes have been electrified for many years.

Multi-voltage locomotives are more expensive than single-voltage locomotives (because they are fitted with more hardware). Adding communications and signalling equipment for multiple countries also adds to the cost.

Multi-system locomotives are also a little heavier, but careful design has resulted in an axle load of around 22 tonnes. The locomotives are ballasted up to the limit specified by the customer.

One interesting variant is broad gauge TRAXX locomotives in Spain.

Some power/speed curves were demonstrated. The power rating is de-rated somewhat if the locomotive supplies head-end power to the trailing train.

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The factories for the Traxx locomotives are at Kassel (Germany) and Vado Ligure (Italy). It takes ten days to erect a locomotive on the production line. Because of the commonality of equipment, different types of locomotives are assembled together.

The bogies have quite large 1250mm diameter wheels, a short wheelbase and large flexicoil springs to support the body.

The main difference from freight (140 km/h) and passenger (160 km/h) Traxx locomotives are the bogies, which can be changed over in half a shift. The only other difference is the provision of a destination indicator on passenger locomotives. More freight locomotives are produced than passenger locomotives.

Traxx locomotives have hauled record loads in various European countries, for a four-axle locomotive. The speaker showed a movie of this, with the controlled wheel creep system being demonstrated. The factor of adhesion is increased under all operating conditions by the controlled wheel creep.

**Cab Display:** Legacy Automatic Train Protection systems from the various systems are all integrated into one ETCS display unit in the Traxx loco cab. The system automatically changes over from one system to another at demarcation points. The train data only needs to be entered into the system once for each journey.

Some Traxx locomotives currently have up to twenty antennae fitted, to cope with the variety of communications and signalling systems on the routes that the locomotive passes through (say, on a corridor from Italy to the Netherlands). This increases the cost of the locomotive by about 20%.

**Energy efficiency:** Energy consumption is typically 22% of train operating costs. There are three methods to reduce energy costs:

- Regeneration
- Driving Style
- Design

There are limits as to how much regenerative braking effort can be applied, because of the risk of causing a derailment behind the locomotive. If the braking locomotive is trailing a load, a braking effort of 5.6 MW is possible.

Incidentally, there are also limits to how much power a Traxx locomotive can draw when operating on 1.5kV traction systems, due to distribution system constraints.

Some European railways have salary bonuses for drivers who can demonstrate a low energy consumption. The Traxx locomotives have data recording and display devices that allow the driving styles to be analysed. Drivers are trained to approach the optimum energy consumption for each section of individual trips, using graphical aids.

The Bombardier designers aim to minimise the Watt-Hours per Tonne-Km, as the objective for increasing energy efficiency.

For diesel-electric locomotives, research is continuing into using batteries, super capacitors or even head-end-power for useful reclamation of dynamic braking energy.

Data from any Bombardier Traxx locomotive can be downloaded onto a computer from anywhere in the world. This is useful for fleet management and technical support.

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The long-term result will be that Traxx locomotives will become very common in Europe, and the traditional variety of locomotives that was a feature of European Railways will be a thing of the past.

**Other Bombardier Locomotives:** In Sweden, large single-ended six-axle electric locomotives, operating in pairs, have taken over haulage of the iron ore trains (the heaviest in Europe) from Kiruna to Narvik. The power rating is 2 x 5.4 MW.

There is a six-axle locomotive under development for China Rail that will have a power rating of 9.6 MW per single unit ! These locos are double-ended, and will be deployed on 10,000t coal trains. They will be built in conjunction with the Dalian locomotive works.

Straight electric locomotives have also been supplied to New Jersey Transit, in the USA, for the haulage of commuter trains.

Also in the US, there is a hybrid locomotive that can operate as a straight electric, or as a diesel electric. The concept is not new (similar locomotives have been operating into the tunnels around New York City for fifty years) but the power rating of the latest Bombardier locomotives is substantially higher. These locomotives have a 33t axle load on four axles, and contain two 1.5MW Caterpillar diesel units. They are used on heavy trains of 8 – 10 double deck cars. The electrical frequency is 60Hz. The two customers so far are New Jersey Transit and AMT (Montreal).

Bombardier have also supplied very streamlined-looking power units for the rapidly-expanding high-speed EMU trains in Spain. These units are gauge-convertible and operate into France.

## Questions and Answers

Q: Can information relating to optimum power consumption for an individual journey be used to educate other train drivers ?

A: Yes, all of the data from each run is logged, and can be presented in graphical form.

Q: Starting Tractive Effort of Traxx locomotives ?

A: 300 kN for straight electric, 270kN for diesel electric (Continuous TE is 10% less). Factor of Adhesion is 36% to 38%, thanks to the creep control devices. This can be achieved in all weathers (with sand) on quality track. (At high speeds, the available adhesion lessens a bit.)

Q: Uniformity of Multiple-unit operation hardware within Europe ?

A: Many locos including Bombardier products meet the IEE inter-operability standards, but not locomotives from Alstom (France)

Q: What is the next development in solid state devices ?

A: Further improvements are planned in these devices. (IGBT switches etc) Possible use of silicon carbide materials.

Q: Are Traxx locomotives used in the Euro Tunnel ?

A: The Euro Tunnel has its own operating rules, and special safety requirements. So, for the moment, no.

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Q: How many pantographs are on Traxx locomotives ?

A: One for each voltage, so up to four pans on the Traxx locomotives. It depends on the geometry on the catenary, so sometimes, even if the voltage is the same, the details of the pan head are different. .

Q: Possibility of Variable Gauge Locomotives

A: A study has been done, following on from success of EMUs between France and Spain. The benefits are not enough at present, and there would be a 4 MW restriction on such a locomotive. (One market is between Finland and Sweden.) Might be economic for future high-speed passenger trains.

## **THE JULY MEETING: reporter Malcolm Cluett**

### **SYDNEY'S MONORAIL AND LIGHT RAIL: KEVIN WARRELL, CHIEF EXECUTIVE, METRO TRANSPORT SYDNEY**

**Introduction:** The company *Metro Transport Sydney Pty Ltd* consists of two operations in the Sydney CBD and adjoining areas to the West.

The **Monorail** is a Von Roll straddle-monorail system, which runs on a 3.6km anticlockwise loop through the CBD and Darling Harbour.

The **Light Rail** operates from Central railway station to Lilyfield, mostly on the corridor of a disused freight railway, with some on-street-running in the CBD end. The vehicles are called trams in Sydney, and carry on with the numbering sequence of the very large system that existed prior to 1961. On the Western side of Darling Harbour the two systems run side-by-side, with interchange at various stations.

Readers wishing to know more are advised to visit: <http://www.metrotransport.com.au/index.php> particularly concerning fares and ticketing.

**THE LIGHT RAIL SYSTEM** was funded mostly by the Federal Government's Better Cities Programme, and also by the Private Sector owners.

The seven vehicles are Variotrams built by ADTRANZ (now Bombardier) in Melbourne. They have three bogies (two of which are powered). These vehicles have a low floor for their entire length, which remains a big plus for the system. (Passengers board from a slightly raised platform, allowing easy access for wheelchairs, strollers, etc.). The vehicles are 2.65 m wide. They are very reliable, typically 40,000km between failures, despite the intensive usage with frequent stops. Retardation is mostly by means of Rheostatic Braking, with disc brakes for low speeds and track brakes for emergency stoppage. The LRVs feature all-over advertising schemes, including one for Cadburys Chocolates which was very popular with children. Another eye-catching one was for Heinz Tomato Sauce.

Veolia is the contracted operator, and looks after day-to-day issues. The market segment is 50% commuter, and 50% leisure. A customer satisfaction survey shows high approval (much higher than would be expected from commuter rail). 50% of the passengers live within 1km of the route. This demonstrates high usage along the light-rail corridor. The demand profile is the usual two-peak curve (for peak hours). However Saturday is the busiest day, and Sunday is only a little quieter.

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Many commuters do so-called “lifestyle commuting”, meaning travelling in to the vicinity of the Pyrmont bridge, and then obtaining some pre-work exercise with a pleasant walk to the city across the Pyrmont bridge (and vice versa in the evenings). The main competitor of the Light Rail system is State Transit buses. The Light Rail system receives no subsidy, and if fares are increased then some market share could be lost to the bus company.

The control room is manned 24 hours per day. Much use is made of CCTV cameras. The LRVs have on-board CCTV cameras, but these are not yet transmitted and are recorded on-board. The on-board CCTV is used to

- Investigate staff actions
- Analyse events
- The forward facing camera is used to collect evidence in the event of an accident.

The LRV system has never had a fatality, and has never been at fault in an accident. The LRV vehicles also have an on-board data logger. Apart from the on-street section, there is a simple system of fixed signals on the remainder of the route, controlled by a Foxboro system. There is an ATP system fitted, which may be thought of as overkill for a light rail system. This is a cab display for the driver's information, showing the permitted speed, and information on signals further ahead. SPAD information is also recorded.

At present there is no timetable. The service is determined by headway. (In the past, attempts were made to adhere to a timetable, but this probably provided a more inflexible and inferior service for customers.) With a headway system, the intervals can be stretched or shrunk according to conditions, and there are no cancellations. This is worked out in the control room. The cycle time is 48 minutes (44 minutes in favourable conditions).

Ticket vending machines were used for a while, but proved unreliable. At present all LRVs have on-board conductors, who provide customer service as well as selling tickets. This goes some way to explain the high level of customer satisfaction mentioned earlier. Some examples of the marketing material were displayed. Some of the slogans were a little risqué.

The speaker also showed a diagram from the UITP demonstrating the capacity of various modes of public transport, showing how a LRV fits in between bus, articulated bus and heavy rail.

**CBD Expansion:** In 2004 the CBD plan was published. This showed a new route extending 2.2km north through the CBD to Circular Quay. Most of the route involved street-running on George St, with an around-the-block terminal loop at the North end. This extension would have involved the purchase of an additional thirteen LRVs, and incorporating a high-capacity passenger interchange at Central. This proposal never came to fruition, to a large extent because of lobbying against it by the bus industry. The headway at the Peak would have been 2.5 minutes, and the cost was \$200M at the time. Fares would have been integrated with other operators. The City of Sydney Council remains in favour of a greater use of LRVs, and curbs on buses and private cars, in the CBD.

**West Extension:** The LRV could be extended at low cost further along the rail corridor, which is presently disused. This corridor has never been used by passenger trains. The route would be an extra 3.7km (to a point between Summer Hill and Lewisham stations on the Western line) or 5.7km (to Dulwich Hill station on the Bankstown line).

**Barrangaroo Extension from Haymarket to Circular Quay:** This extension would create less conflict with other road traffic than the route down George St, but would not be as direct or as useful to customers. It would service the theatres and restaurants in the Rocks area.

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**THE MONORAIL:** The remainder of the presentation concerned the Monorail, a slightly controversial means of transport that has been with us since 1988. There are six Monorail 'trains'. The Monorail has the singular advantage that it is never subjected to traffic congestion. Like the LRVs, the Monorail was built by ADTRANZ (now Bombardier). It has never won the hearts of Sydneysiders, and Metro management has given up trying to extend its route. The Monorail handles 3M passengers per annum. The breakdown is commuters 20%, Leisure 40% and Tourism 40%.

The Monorail has a simple but effective example of moving block signalling. A simple on-board sensing circuit measure the distance of the preceding train, using special rails with a known voltage-drop controlled by diodes at fixed intervals. There is no timetable, and the system operates on a headway governed by demand.

Vehicles have an on-board operator, though technically they are able to operate driverless. There is a control room, and data transfer systems to provide indication of the location of each of the Monorail trains, and status/fault information, as well as voice information. The depot is just behind the Convention Centre.

## Questions from the floor

Q: What is the average journey length on the Light Rail System ?

A: Probably about 4km. There are two fare zones.

Q: Track Maintenance ?

A: This is very infrequent. The most common requirement is overhead maintenance, which means that the trams must be stopped. Of course, there are daily and monthly inspections of the track and overhead.

Q: Integrated tickets between the LR and the Monorail ?

A: There is easy interchange between the LR and the Monorail at Convention and Haymarket stations (by escalator). There are some integrated tickets.

Q: What is offered in the way of Special Commuter Tickets and deals ?

A: There is an early-bird ticket.

Q: Are there any plans for a commuter carpark in Lilyfield ?

A: Not on the Sydney Metro Company land. Some of the land around Lilyfield will be used for the construction of the Underground Metro – an unrelated project despite the similar name. (There is some on-street parking available at Lilyfield.)

Q: Speed Restrictions on the LRVs when running on the street ?

A: Buses are restricted to 50 km/h in the CBD, but LRVs are restricted to 20 km/h by the RTA. This is a double standard and needs to be addressed. Trams in Melbourne are not restricted to 20 km/h in the street sections. Note that on some of the on-street areas, 20 km/h is reasonable (for example the narrow laneway next to the Capitol Theatre).

Q: If the extension is built to Summer Hill – what are the chances of getting off the Freight Railway corridor and going past Market Town, Leichhardt ?

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A: Various proposals are being considered, by planners including those at Leichhardt Council. This would increase the cost of the extension, but in terms of the cost if the underground Metro it would still be pretty cheap.

Q: Possibility of kerb side running in the CBD ?

A: Problem because cars and buses need to stop in the Left Lane. Running down the middle of the street also causes problems, because other traffic must be prevented from overtaking on the left while passengers are boarding and alighting. All of this is under consideration. The 2004 proposal for the CBD loop involved some Circular Quay-bound buses terminating at Eddy Avenue and some terminating at the QVB. The section of George St between Market and Bridge St would be bus-free. One tram can carry as many people as several buses, so there would be less congestion.

Q: Why are there drivers on the Monorail, which was designed to be driverless ?

A: 2-way Radio transmission is not so good in the CBD canyons. There is also the risk of obstruction between construction hoardings being erected, crane booms, crews servicing streetlights on cherry pickers, etc. Finally, there is a customer preference for an on-board driver. Las Vegas has a comparable system that is driverless, however.

## **THE DEPUTIES ARE COMING (AREN'T THEY)?**

Our call for a **Deputy Meeting Reporter** has so far produced a **deafening silence!** So to perhaps stir things up a bit more this is now being extended to include a **Deputy Editor**. The Editor was recently offered a role in an overseas project – there is no certainty that this will come to anything but it does highlight the desirability of having Deputies able to take up at relatively short notice. So if there is anyone willing to take on some voluntary workload in the interests of the Association then please let us know – contact details at the end of this Newsletter

## **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, 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.*

**Dan McShane (Texas, USA)** writes – I think your remarks concerning the regional rail market are very perceptive. One of the reasons that the USA has over 500 short line and regional railroads today, many of which were created from large Class I railroads since 1980, is that the large railroads recognized that they had a capital constraint and could not continue to maintain their entire networks, yet they had a considerable portion of their revenue that originated and/or terminated on their secondary and branch line networks. The explosion of short line and regional railroads would not have been possible if government had not at the same time enacted a regulatory environment that allowed the big railroads to quickly and easily sell or lease lines to new operators. Those new operators put a local emphasis back into these operations. They had local management that lived on the lines. Customer Service was based on the line, as was marketing. We purchased the supplies and materials that we could in the local area and hired local people. Our operations at the same time began to mine the untapped business that the Class I's overlooked and they suddenly realized that their business was growing from the lines, at the same time they were avoiding large capital outlays that they could now concentrate into their core routes, and were

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saving their high operating costs of branch line and secondary operations. The communities began to identify with the railroads as being "their railroad" and the regional railroads were employing more people than the large railroads ever had on the line.

Later, companies like Watco, RailTex, Rio Grande Pacific and several others came along with a business model that refined these operations. In their model local management, hiring, and marketing continued, but now a larger organization was behind the railroad that could provide signalling, engineering and mechanical assistance, take advantage of economies of scale when purchasing railroad materials like crossties, rail, locomotives freight cars, brake shoes, etc. that could not be sourced on the line in any case, while we continued to buy the things in the local community that were available there. We centralized accounting and with a larger organization behind the local regional railroad we could respond quickly to spikes in their traffic and provide various expertise that would not be affordable for the average regional railroad. In my opinion this model is transferable to Australia, but you can't wait forever. At some point, the combination of deteriorating infrastructure, equipment, and loss of core customers, will make the recovery of these lines impossible.

*(Dan is a long term railroader having an Operations Management career with Union Pacific and Rio Grande Pacific among others)*

**Geoff Smith (Blackwood, SA)** writes – There are two major failures with the existing privatisation model. The first is the track and that was covered in the Editorial in the June Newsletter. The other is to do with the locomotives and rolling stock, which in some cases have been scrapped in preference to first trying to get a sale at a price that exceeds the scrap value.

In view of the experience to date, it is imperative that when any future privatisations are considered, or parts of existing privatisations are up for renewal or renegotiation (as recently in Tasmania) that a clause in the sale contract should be:- *That when any locomotives, rolling stock and bogies are disposed of that were part of the original purchase or agreement, they must be disposed of by public auction or tender.*

This should be effective for (say) a minimum of ten years after the purchase date, and would have to continue to apply to any parts of the business that were on-sold before the original minimum term expired.

This should stop destruction of assets originally paid for by the tax payer that could otherwise be gainfully employed by other operators. If the assets are bought by scrap merchants under a public auction/tender process, then at least the process is transparent and the best offer is for scrap. At least this should prevent the scrapping of assets, as has happened several times recently, where the main reason for scrapping is predatory behaviour to deny other or prospective operators the opportunity to gainfully use those assets.

*(Geoff is the Principal of Mainline Transport a niche freight forwarder which at one stage was resident inside the Islington (Adelaide) Rail Terminal. He is a board member of The National Rail Museum.*

## **ANNUAL GENERAL MEETING:**

The AGM of the NSW Chapter of RTSA will be held in conjunction with the meeting on Wed 5<sup>th</sup> August. A separate notification was sent out early in July which included a call for nominations for the positions on the Committee. Formal papers have been sent separately early in July. Anyone interested in being involved at committee level or to support running of the association in any way should seriously consider nominating for the committee. If in doubt or if you have any questions please contact Andrew Honan at the earliest opportunity.

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DATE	SPEAKER	TOPIC	LOCATION	TIME
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	Yes! – it might just be .....	.... just be patient.	Central Station Concourse Meeting Room	11.30 for 12.00
2 December 2009	Alan Gardner Manager Infrastructure and Engineering RISSB	Restoration of NSWGR Beyer-Garratt Steam Locomotive 6029	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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Bill Laidlaw	Secretary	0409 602 833	<a href="mailto:billlaid@bigpond.net.au">billlaid@bigpond.net.au</a>
Max Michell	Newsletter Editor	02 9331 5662	<a href="mailto:samrom@bigpond.com">samrom@bigpond.com</a>
Basil Hancock	Meeting Topics		<a href="mailto:Basil.Hancock@railcorp.nsw.gov.au">Basil.Hancock@railcorp.nsw.gov.au</a>
Andrew Mackay	Treasurer		
Tomas Magyla	Committee	Coen Stoltz	Committee
John Watsford	Committee	Paul Harris	Committee
Chris Venn-Brown	Committee	Katharina Gerstmann	Committee
Malcolm Cluett	Committee		
Candice Ng	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, letters or editorial comment for Newsletter are very welcome. We have several hundred members locally, of whom around half a dozen have actually put pen to paper, so I am expecting a couple of hundred more correspondents of the next how-ever-long. Items for publication should be in electronic (Word) format – the editor is a total klutz when it comes to typing and would be very grateful for not having to retype articles if at all possible.

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 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 you will have missed out or been given late advice of events in several instances lately. This Newsletter may be one of them given the unexpected delay in production. E-mail is far quicker and more reliable, so let Canberra know if you are able to change from post to e-mail (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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## RTSA NSW CHAPTER – COMMITTEE NOMINATION FORM.

Nominations are called for the RTSA NSW Division Committee, to be elected at the Annual General Meeting on Wednesday 5 August 2009. Nominations Close on Monday 3 August 2009.

The **present** Committee is as follows:

CHAIRMAN	Andrew Honan
SECRETARY	Bill Laidlaw
TREASURER	Andrew Mackay
NEWSLETTER EDITOR	Max Michell
MEETING TOPICS	Basil Hancock
MEMBER	Malcolm Cluett
MEMBER	Tomas Magyla
MEMBER	John Watsford
MEMBER	Chris Venn-Brown
MEMBER	Candice Ng
MEMBER	Coen Stoltz
MEMBER	Paul Harris
MEMBER	Katherina Gerstmann

Nominations are called for the above positions.

Please ensure the Returning Officer receives your nomination form by Monday 3 August 2009.

---

To: Alex Stoney Phone: 02 9876 3243  
 Returning Officer RTSA NSW Division  
 5 Romford Road Mobile: 0421 392 560  
 EPPING NSW 2121 E-mail: astoney@ozemail.com.au

Being a Financial Member of RTSA NSW Division, I nominate the following RTSA Members for the positions listed.

Please note, you are required to obtain written acceptance of the nomination from the nominee.

CHAIRMAN _____	Acceptance _____
SECRETARY _____	Acceptance _____
TREASURER _____	Acceptance _____
MEMBER _____	Acceptance _____
MEMBER _____	Acceptance _____
MEMBER _____	Acceptance _____
MEMBER _____	Acceptance _____
MEMBER _____	Acceptance _____
MEMBER _____	Acceptance _____
MEMBER _____	Acceptance _____
MEMBER _____	Acceptance _____
MEMBER _____	Acceptance _____

SIGNED: \_\_\_\_\_ NAME: \_\_\_\_\_ DATE: \_\_\_ / \_\_\_ / \_\_\_\_