

NEW SOUTH WALES NEWSLETTER

NOVEMBER 2009



ENGINEERS
AUSTRALIA

RTSA

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

RTSA NSW CHAPTER MEETING

Wednesday 2nd DECEMBER

11.30 for 12.00 in the
CENTRAL STATION - CONCOURSE MEETING ROOM
(next to Lost Property)

PROJECT 6029, REBUILDING AUSTRALIA'S LARGEST STEAM LOCOMOTIVE



Photo by Bob Wilson, taken near Greta 1970

ALAN GARDNER, Manger Engineering and Infrastructure, RISSB will regale us at our final 2009 function on the topic of restoring to life the 260 tonne former NSWGR Garratt locomotive 6029, now based in Canberra. These latter day steam locomotives were unique in that while they were among the most powerful steam locos in the country they could (and did) run on some very secondary branch lines. Only a few have survived and 6029 is the only one which is likely to be operable at any time soon. Alan will fill us in on just how this fascinating beast from a former era will be brought back from the dead.

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

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MESSAGE FROM THE EDITOR:

This edition of Newsletter is rather abbreviated. The Editor seems to have become entangled in rather more than he can cope with, while many on the RTSA Committee have been distracted by preparation for the annual AusRail conference, which this year is in Adelaide. The RTSA National Committee meeting and RTSA AGM are held during AusRail so it is understandable that the Newsletter has not been front of mind for quite a few people for a while.

The Editor was one of the presenters at the November RTSA meeting, which covered the recent STORE Metro Study Tour to Asia in some detail – and he was supposed to write up the meeting afterwards. This will happen, but unfortunately not for this edition. However an ‘executive summary’ has been included to whet your appetite for the more detailed report that will follow

At a national level a template design for Newsletters (which at this stage are only produced in South Australia and NSW) which will make for a rather more attractive result than the rather functional product that has been our lot up until now. The first of the new look Newsletters will be in the New Year. The new look Newsletter will revert to a two column format – depending on the proportion of yays and nays we will either retain that format or return to the single column arrangement that has applied for a while.

NOVEMBER MEETING: THE STORE REPORT

A pictorial presentation was provided by a panel of four participants from the recent Metro Study Tour to Asia.

John Watsford took on the role as introducer and provided an insight of what went into planning the tour and a few details of the participants.

Bill Laidlaw then took the podium and took us through the cities of Kuala Lumpur, with its five distinctly different ‘rail’ systems, and Singapore with its brilliantly presentable and reliable rail system. Bill finished up with a reference to Raffles and Singapore Slings at its Long Bar – an interesting distraction discovered by half a dozen of the tour group one evening.

Following that Max Michell covered Shanghai with its grievously overcrowded bus and gridlocked multi story freeways (along with its Metro, grand South Shanghai Station and Maglev) and Beijing where we were treated to a 335 km/h ride on the high speed train from the palatial Beijing South Station to Tianjin (120 km in 29 minutes), the CARS research and testing centre, the Beijing Rail Museum and a visit to the Great Wall at Badalung – which was cloud enshrouded during our time there.

Katharina Gerstmann came on with a visual tour of the Forbidden City (Max had slithered off to the Beijing Metro at this stage of the tour), then two manufacturing plants in Zhuzhou (central China) which dealt in heavy duty elastomers and electronics respectively. The latter required tour members to be decked out in anti static gear, the reward for which was touring an interesting site that would not normally be open to visitors. Control cubicles for 7200 kW locomotives (10,000hp!!) were a highlight. This was followed by Hong Kong with its benchmark Metro system, where we fitted in visits to a Control Centre, the Operations Training Facility (with simulators for each of their train types) and a maintenance workshop. The Peak Tram (a cable car with altitude) and double deck street trams provided a finale to this segment.

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John Watsford then returned to provide the finale including a summary of the findings and two recommendations which had been passed to the Independent Sydney Transport Planning Enquiry.

AUTOMATIC TRAINS:

Contributed by DIERK HARTMANN, SYDNEY METRO, SHADOW OPERATOR

A group of children chatters excitedly as the track races underneath the front window of their train. They are taking in a view that that used to be the exclusive domain of the train driver. In your October issue, Max Michell admires the precise operation of a fully automated metro system in action – all observed from the vehicle front.

An ever increasing number of metro systems are offering this prime space at the front of the train to passengers. Is there a better way to experience a railway?

Automated metro systems are safe, highly reliable, frequent, fast, and allow for unprecedented operational flexibility. Automation is emerging as the blueprint for new and even established metro systems. With the inception of Sydney Metro Line 1, Sydney will soon join ranks with global cities such as Vancouver, Singapore, London, Paris and Beijing, in introducing automated technology.

Sydney Metro is currently inviting bids for the delivery of an automated metro system, which will deliver highly reliable passenger services with less than three minute intervals during peak hours. Sydney Metro will run without a train schedule and deliver a truly turn-up-and-go public transport experience to Sydneysiders.

RTSA members may understand it while to the general public it can sound counterintuitive, but safety and reliability increase with automatic operations. Platform screen doors will provide a separation of passengers on platforms from trains, helping to prevent serious accidents. Operational variation and error as a result of human intervention are reduced to a minimum. Additional trains can be inserted into service, literally at the push of a button. The automated system constantly monitors the functionality and health of all critical components allowing for early maintenance where required, increasing the reliability and availability of the transport system whilst reducing operating costs.

Sydney Metro will adopt proven concepts and technology. Vancouver's automated SkyTrain has been in operation since 1985. Paris Metro Line 14 is delivering highly reliable, high capacity automated services since 1998. Copenhagen has adopted an automatic metro concept and cities around the world building new metro lines are taking the automated and driverless route.

Automatic trains allow operators to focus on customers not the machine. Customer service attendants will be on board – particularly during periods when security and reassurance matter and during special events.

Imagine, in a few years you will be able to experience the view from the front window as Sydney's metro runs on its first section from Rozelle to Central. You may have to be content with a spot further back in the train though, as some amazed youngsters will have their noses pressed against the windscreen. Our perception of commuting for work and leisure will be transformed. Sydney Metro will not only deliver an improvement in public transport services – it will also be the catalyst to deliver a step change in Sydney's public transport and may just give the city a new icon in the proud tradition of the Harbour Bridge and the Opera House.

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Fully automatic trains have operated on Singapore's North East Line since June 2003,
now at 3 minute intervals during morning peaks

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.*

“Sigh”.

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COMING EVENTS:

The following is a listing of coming events that involve RTSA or are being organised by associated groups.

	Light Rail and Monorail Study Tour, Sydney – this has now had to be postponed to early next year
3 rd to 4 th March 2010	RTAA / RailCorp Rail Industry Field Day, Clyde NSW
27 th to 28 th March 2009	Hunter Valley Rail Development Study Tour, with Rail Motor Society
12 th to 15 th September 2010	CORE 2010, Wellington NZ
23 rd to 24 th November 2010	AusRail, Perth, WA

RTAA / RAILCORP RAIL INDUSTRY FIELD DAYS – 3rd and 4th MARCH 2010.

The 3rd Rail industry Field day will be held at the usual Clyde Yard venue on 3rd and 4th March 2010. This event is the only event displaying track and infrastructure industry equipment and products out in an open air environment.

For further details, including prospective exhibitors, go to the RTAA web site www.rtaa.org.au or contact Sandy Bull at sandy@bullhead.com.au

AMBIGUITIES

One tequila, two tequila, three tequila, floor.

Atheism is a non-prophet organisation.

What if there were no hypothetical questions...

If the police arrest a mime, do they say s/he has the right to remain silent?

Why do they put Braille on the drive-through bank machines?

What was the best thing before sliced bread?

How is it possible to have a civil war?

If you try to fail, and succeed, which have you done?

Why is there an expiration date on sour cream?

Can an atheist get insurance against acts of god?

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DATE	SPEAKER	TOPIC	LOCATION	TIME
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
Wednesday 3 February 2010	TBA	The Fog of Legislation on Emissions	Central Station Concourse Meeting Room	11.30 for 12.00
Wednesday 3 March 2010	David Wynd Projects & Engineering Manager, Faiveley Transport Australia	Electronically Controlled Braking for Freight Trains	Central Station Concourse Meeting Room	11.30 for 12.00
Wednesday 7 April 2010	RailCorp	Sutherland-Cronulla Duplication	Central Station Concourse Meeting Room	11.30 for 12.00
Wednesday 5 May 2010	Ivan Waterfield Executive Manager, Cardiff Operations, Downer EDI Rail	RailCorp Waratah PPP Trains	Central Station Concourse Meeting Room	11.30 for 12.00
Wednesday 2 June 2010	TBA	Independent Public Inquiry on Sydney's Long Term Public Transport Plan	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

GREEN TEXT: indicates a topic that has yet to have a speaker arranged

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Candice Ng	Committee	Tomas Magyla	Committee
Malcolm Cluett	Committee	Paul Harris	Committee
Chris Venn-Brown	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 max412@gmail.com,
- phone 02 9331 5662 or
- post to P.O.Box 279, Potts Point, NSW, 1335.

For all other matters relating to RTSA NSW Chapter contact Katharina Gerstmann (Chair) or John Watsford (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 periodically miss out or be given late advice of events – a natural consequence of the slower postal system. 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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