

NEW SOUTH WALES NEWSLETTER

JANUARY 2010



ENGINEERS
AUSTRALIA

RTSA

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

RTSA NSW CHAPTER MEETING

Wednesday 3RD FEBRUARY

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

THE FOG OF LEGISLATION ON EMISSIONS



John Wayland, CEO of Lovell Springs and of Carbon Managers will present on the topical issue of carbon, carbon pricing and the future. This is not the usual nut and bolts railway talk, but it nevertheless will be dealing with a topic that is of quite fundamental importance to our future – both as an industry and at a more personal level. John will provide a view to the future on this subject, which at the very least will open up the debate on what has been a little understood issue

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

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WORDS FROM THE CHAIR

RTSA's National Executive meeting, held in conjunction with the recent AusRailPlus conference in Adelaide, included a number of highlights, and decisions on important strategic directions for the organisation.

The incumbent chair of the Education Sub-Committee, Chris Venn-Brown has resigned his position due to business pressures. Being mindful of a change of emphasis with regards to the needs of younger professionals, the opportunity has been taken to re-arrange the sub-committee structure and a Professional Development Sub-Committee has been formed to replace the Education Sub-Committee. The inaugural Chair of this new sub-committee will be Ravi Ravitharan who already has undertaken much good work around the topic of professional development. The Executive is very appreciative of the large effort Chris put in over a number of years. Thanks Chris!

The Meet the Railway People Expo that recently was held in Melbourne proved to be a great success with a good deal of support from the railway industry, the local universities and the students themselves. It is planned to hold further Expos in other States.

Disappointingly our RTSATube Video Competition attracted two entrants only. The likely reasons for this disappointing result have been analyzed and it has been concluded a National Competition shall be pursued in 2010. The NSW Chapter has volunteered to spearhead the initiative.

In addition to meetings, study tours, and Expos, a submission was made by the RTSA to the Inquiry to Sydney's Long Term Public Transport Plan regarding observations made on the Asian Metro Systems Study Tour to assist in the understanding of technical and operational possibilities in the provision of high quality rail services. The submission is available on our website at www.rtsa.com.au.

As can be seen, the RTSA is flourishing, with much recent and planned activity to benefit members. Looking forward: it is going to be another busy year and your NSW Committee has planned some interesting and stimulating meetings and study tours. So come along, participate and stay informed as to what is happening in this exciting Railway Boom.

Overall it should be an exciting year 2010.

New Members

The Chapter welcomes all new members in NSW and ACT who have joined recently. We now have 358 individual members, including 11 from ACT.

I would like to welcome the following recent new members to our Chapter –

Gavin Cringle
Clinton Miller
Victor Isaacs
David Chessum

I encourage all new members of the NSW Chapter to become involved in our activities and also maybe join the committee and give suggestions as to how meetings can become more relevant and attractive to the majority of the members.

Congratulations and best wishes from the Chapter to those who celebrated their birthdays recently. Happy Birthday particularly to Les McNaughton celebrating his 80th birthday and to Allan Churchill for his 60th birthday.

Congratulation to Candice Ng on her appointment to the Executive Committee as Special Interest Representative for the period 2010-2012. Also selected were Tom Hampton from the SA Chapter and Darrien Welsby from Victoria.

Katharina Gerstmann
Chair – NSW Chapter

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POINT OF VIEW – MAX MICHELL

There are times when there is a line drawn through an important chapter of life. For me there was one such ending early in January this year with the death of Mike Purcell.

Mike was an extraordinary character as well as a notable railway person. His background ranged from tram conductor in Melbourne and bulldozer driver constructing Hamersley (both during university vacations) to Manager of the Hamersley Railway, Secretary of the N.T. Department of Mines, Chief Operations Manager at Westrail, General Manager level at Mt Isa Mine, General Manger Operations at National Rail, followed by his own consulting and investment company, G13.

I first got to know Mike when I was Der Cenwagenobergruppenfuhrer at Railways of Australia and he was with Westrail. The high level quarterly national Operations Management meetings would see the Chief Operators of all the State Systems meeting to discuss matters of common interest. Quite often discussion on particular topics would drone on forever, at the end of which Mike would fire up with a characteristic “bullshit” and then explain how it all really should be done. In most cases he was right, although not all his compatriots were clever enough to understand.

In time Mike left Westrail and moved to Mt Isa. For a number of years I lost touch until one day, on a whim, I rang Mike with some ‘advice’ in regard to the nascent National Rail. Contact was resumed, and it was a matter of a month or two later when Mike was announced as the appointee for the start up role as GM Operations for NR. The day after the announcement he ‘arrived’ in the RoA office in Melbourne with words to the effect “Here I am, I need an office and a whiteboard, and what is your future?” The office and whiteboard were duly arranged and in the matter of an afternoon the two of us plotted out a structure for the Operations Division as well as establishing the resources required for train running, maintenance, and administration. It was a matter of some pride that the numbers established that afternoon were still valid five years later when NR was well past its developmental stage.

The Operations Division of NR was set up in Adelaide. Initially it had a GM, seven Managers, three Personal Assistants and a set corporate objectives, located in a room near the top of the former State Bank building in Adelaide but with no trains, no crew and no maintenance facility - nothing. In fairly rapid order a proper office was acquired and the functions of a real railway taken up from the States. This was a truly exciting period, creating a new railway from nothing, with Mike’s enthusiasm and ability to see through the ‘smoke’ a major factor in the process. It is notable that of the seven Managers that Mike appointed in 1992, six travelled from as far away as Perth and Sydney to farewell him at his funeral some 17 years later. Such was the degree of loyalty that Mike engendered.

Quite apart from his career at the higher levels of management in the rail game, Mike was a most distinctive and entertaining person. He had a passion for good music, good wines, performance machinery and a swag of other admirable interests. He didn’t always do things in accordance with convention, but what he did always made sense in the context that he did it. When the NR office was set up Mike instituted the ‘Rogues Gallery’ – framed pictures of everyone employed in NR Operations hung on the entry wall of the office. If you rang the office and had to be put on hold you got a rousing extract from Wagner rather than the prosaic Greensleeves. When there was some uncertainty about the office doors unlocking in the event of a fire (to let people out) Mike acquired a set of sledge hammers and had them mounted next to every exit. When questioned what happened if a person was unable to wield such a hammer to good effect they were told to hurl it through a window then follow it out. For virtually the whole time Mike was in charge there was a Monday morning meeting where everyone, regardless of status, was welcome. Mike would always refer to the assembly as “comrades” and in many respects that is how he regarded everyone there. Quite apart from dealing with the heavy issues of creating a railway, there were other matters that came up

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at these meetings. One resulted in Mike handing over a bottle of Grange when his beloved Footscray (now Western Bulldogs) were defeated by the Eagles in a finals match.

Mike would get out and mix with people of all grades and stations in life. At one early meeting to do with One Nation bridge replacement on the NSW North Coast, one of the drivers asked "what fool rebuilt that bridge in that location?" to which Mike responded that he was the fool, and where is the bridge. In fact the bridge was a classic piece of RAC work, rather than being Mike's responsibility, but the creek later became known far and wide as What Fools Creek, even to the extent of having its own name board.

One of Mike's passions was performance machinery. One day, before either of us had moved to Adelaide, we had to visit the V/Line Training Centre at South Dynon. We travelled in Mike's Cooper S and actually passed the entry gate twice before we turned into the Centre. Mike always maintained it was because he didn't see the entry, but I reckon it was because we were in mid air between speed humps. He later acquired a Honda Fireblade (performance motor bike) which he used to take down to Phillip Island each year for 'defensive riding' practice on the race track. He always claimed that once when he was tooling along at 200 km/h or so a following rider fell off and went past in midair, but even so managed a "giddy" as he went past. Mike himself came off at speed at a later date, the consequence of which was he acquired a Maseratti – more or less as potent as the Fireblade but on four wheels rather than two. Some of the first hand stories to do with his exploits in this car that came up at the wake (following the funeral) were pure Purcell. The incredible thing was that Mike only ever got two speeding tickets in the Mazza – both for doing 67 km/h in a 60 zone. 67 is not a normal pace for such a potent beast.

Mike and Jackie were great hosts and many a convivial evening was spent with them and the 'Puffing Billy' barbeque. Good wines were the order of the day, although on one occasion, following rumours that Grange goes off after 20 years or so we were able to sample some of the real stuff. Try as we might we could not convince Mike that the rumours were true and his remaining stock had a limited cellar life!! Equally when Mike and Jackie came up to the Old Church, we always had a memorable time, where lunch sometimes extended to sunset.

Mike was very loyal and on more than one occasion provided spontaneous and unconditional support during less happy times. It was just in his nature I guess, but from my point of view it was one of the things that that defined the difference between a work colleague and a real friend. In the last few years, after we moved from Adelaide to Sydney, the phone would periodically ring with a cheery 'Maxamillion' salutation. There would be matters of work most times, but always something beyond that – cheery chatter about life, machinery, family, or whatever.

It is almost 25 years since I first ran into Mike although it doesn't seem anything like that long. His passing is not just a great loss to the industry but also a strongly felt personal loss of a great friend and mentor. There have been times over the last month when I have instinctively thought to contact Mike to discuss some issue, only to realise it is no longer possible. There is a sort of 'hurt' in that situation that in part explains why this article is different to my usual rant. Mike was quite special as a person, a friend and a colleague in one of the most interesting times in modern rail experience. I am very glad I was able to be there with him.

A mutual friend was quite right when he stated "Mike was both an extraordinary character and an important contributor to rail in Australia", while another was a bit more earthy when he commented "Mike was a straight shooter, he meant what he said. I remember him as a person with whom a humble Driver in Charge could engage and always get a good hearing.

He was a bloody good bloke!"

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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.*

Barry Skelton writes:

I note with some sadness that your 'Letters' section in the November 2009 issue of the NSW Newsletter just had the word "Sigh". It seems to me that much of the problem is the manic desire of governments to minimise the information provided to The Public under what is the Public Service equivalent of 'Commercial in Confidence' to the extent that contributors may be putting their promotion prospects or even jobs on the line by writing Letters to the Editor. These secrecy attitudes seem to have developed in the 60's and 70's and have afflicted a whole generation of young thinkers that they should not question their betters – just keep your head down and do as you are told. Some anonymity may be had whilst writing to Railpage.

I cannot believe there could have been such a change of heart since the days of Dr. J. J. C. Bradfield and his continual and persistent niggling to extend the Sydney suburban transport system and eventually to build the Sydney Harbour Bridge. Unfortunately, people like Bradfield are rare beasties, and anyone with a little foresight or even a question, seems to be ruthlessly put down. Even the Christie Report seems to have sunk without trace (give it time, it will come – Ed). Is this a further example of the dead hand of the public service arresting any worth-while thoughts (cf. The Sydney Opera House design rows and the Canberra city design changes?)

Meanwhile, we seem to be doomed not to have foresight, but to be forever (expensively) trying to catch up with inadequacies in trains, buses, roads, water systems, electricity systems, health services, schools etc. Some years ago the State Government decided not to proceed with the construction of the Maldon – Dombarton rail line. Then they decided to make Port Kembla the main entry port for overseas-built road vehicles rather than Sydney. However, no effort was made to improve transport facilities either by road or rail so as to move these vehicles out of the Illawarra area. Now we are involved in yet more committees and reports before anyone will DECIDE we need that railway yesterday and do something about it. Meanwhile the bean counters who throw money at roads cheese-pare at the possibility of electrifying the line at 25 kV so as to transport the cars and trucks away cleanly from Port Kembla, to say nothing of the possibility of Sydney having a fast train system to Wollongong. Incidentally, the new Marseille to Paris TGV has some pretty impressive track gradients at the beginning of the journey. Do the Powers That Be in the Eastern States have a death wish for us citizens?

I have recently returned from a visit to my daughter in Perth, and was impressed by the forward-thinking people of Western Australia that they could actually construct and operate the Mandurah railway, AND construct and operate a new expressway so as to extend their Kwinana Freeway even further south, and WELL IN ADVANCE of the projected population increases.

Max, I realise this letter is a gripe of frustration at our politicians and senior public servants in having a very myopic view of our part of the world, but perhaps a little more spleen might provide the necessary to get some motion.

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LAST MEETING – reporter Malcolm Cluett

2 December 2009 - Presentation by Alan Gardner, Manager, 6029 restoration project

The presentation commenced with Alan giving a background of his railway career. He was one of the last premium-apprentices employed by the Victorian Railways, progressing to be an engineer. He had a particular interest in railway braking technology.

After leaving VR, Alan spent a number of years as the engineer for the Puffing Billy railway. This is a narrow-gauge tourist railway in the Dandenong Ranges, and one of the largest tourist attractions in Victoria. The line is mostly worked by small steam locomotives, but there is also a Garratt locomotive in the fleet. Alan managed the restoration of this locomotive after almost 40 years of storage. Alan also qualified as a locomotive driver here.

More recently, Alan has been the Manager, Infrastructure for RISSB. One particular issue which affects him personally is the ability to use his locomotive-driving qualifications outside of Victoria. The transportability of rail qualifications is a issue which faces all operational railway employees in Australia.

Garratt locomotives were produced for just about every railway gauge, from the 2' gauge to 5'6" gauge, in a variety of sizes. The concept was invented by a Londoner working for the NSW government on locomotive procurement. The very first Garratt design was drawn up for the Burrinjuck Dam construction project (which had a lengthy 2' gauge railway) but not proceeded with. The first pair of Garratts were produced for Tasmania, and the idea soon spread around the world. Garratt locomotives were particularly common on the African continent, and a number continue to operate in regular service in Zimbabwe.

With a Garratt design, it is possible to provide a large number of axles, spread over a considerable distance, to reduce axle loads and bridge-span loads. A demonstration of this was the postwar Queensland Rail Garratts, which had an axle load of just 11 tonnes. The NSW AD60 class was larger and had a load of 16 tonnes, equivalent to the much smaller C32 and D50 classes. Most were modified to an 18 tonne driving axle load, with a corresponding reduction in the bogie axle loads and increase in tractive effort.

Garratts were always built with a symmetrical wheel arrangement, and are effectively bi-directional. Most of the NSW Garratts had a dual set of driver's and fireman's controls for running in the reverse direction. This was done as an afterthought, and the ergonomics were not ideal in either direction of travel. However the crew of a Garratt did enjoy a smooth vibration-free ride on the boiler unit (unlike most other steam locomotives) and a mechanical stoker was fitted. The large firebox would have been beyond the ability of a fireman for hand-firing anyway.) The cab of the Garratts was totally enclosed, rather like modern Canadian steam locomotives, and consequently very hot when negotiating single-line tunnels. In addition, the cab was built to the full width of the loading gauge, and there was not enough space for crew egress should the loco stop inside a single-track tunnel. For this reason, the class was banned from lines with such tunnels (such as the Maitland –Brisbane, and the Waterfall-Wollongong lines).

The principal builder of Garratt locomotives worldwide was the company Beyer Peacock in Manchester, which pioneered the design and produced the majority of Garratt locomotives. When the Garratt patents expired, the company called its products Beyer Garratts for marketing purposes. Over the years, Beyer Peacock developed reliable self-adjusting articulation pivots and flexible pipe joints, among other things.

Alan showed scenes of Garratt locomotives produced for railways in other states, including a wartime design with a 9 tonne axle load for operation on all 1067mm railways.

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When Garratts were introduced in NSW, there was some industrial action by crews, because of the (reasonable) assumption that a Garratt could haul twice the load of a conventional steam loco with a single crew. The wartime Australian Standard Garratt, which had numerous design deficiencies, also hindered the widespread acceptance of Garratts by the rail unions.

Teething problems, and a rapid change of policy to diesel traction (helped by easing of foreign exchange controls) led to the order of 50 Garratt locos for the NSWGR being reduced to 42, with some of the remainder delivered as spares.

High-speed passenger Garratts, which were used in places such as Brazil and Algeria, were never adopted in Australia, though the NSWGR did draw up such a design. The NSWGR AD60 class, usually called the Garratts, were a contender for the longest and heaviest (though not the most powerful) locomotives ever made outside of North America. Their major design feature, however, was in having a low axle load rather than maximising tractive effort. Loco 6029 will be the largest operable steam locomotive in the Southern Hemisphere. Three other NSWGR Garratts were not cut up for scrap metal, and 6040 is stored at Thirlmere.

What then of loco 6029? It operated from 1955 to 1972 (the end of steam traction in NSW). After a few years of idleness, it was rescued as an exhibit for the future National Museum of Australia by the Commonwealth Government, and the ACT Division of the Australian Railway Historical Society became its custodian. The locomotive did undertake some short-distance tours on the Canberra – Cooma and Canberra – Goulburn line, and also some more ambitious tours in mid-western NSW, to Sydney and even to Wangaratta in Victoria. It was laid up with boiler problems in the year 1982 and hasn't steamed since. During this period it was stored in the open. With hindsight, a bit of preparation for storage would have reduced its deterioration over the following years. Restoration commenced in October 2007 with the major task of dismantling the locomotive, and storage and recording of all the parts. Most of the volunteer workforce do not have experience with this type of work, and training is being provided. Some of the restoration of smaller components is being done off-site.

A significant (and expensive) early task was the removal of the remaining asbestos from the loco.

A spare boiler in good condition was obtained from a sawmill in Victoria. This was a major boost to the restoration project. Some never-used superheater elements (though unfortunately not a full set of fifty) were also obtained. The existing boiler, which is still capable of restoration, has been removed and set aside. The centre frames have also been removed, revealing the articulation pivots. Alan showed numerous photos of the Garratt being dismantled, and of the components which are normally hidden from view.

The NSWGR Garratts have four bogies, and these are the first items of running gear to be overhauled. Dismantling of the engine units is proceeding at present. Fortunately the condition of the engine units is good. Certain strategic parts are of the motion are protected by chrome-plating.

It is looking likely that the loco will be undergoing trials in 2011. Testing, certification, accreditation and crew training will be a major exercise. Just where it will be used, and in what tourist markets, are being debated at present. A business plan has been presented by the Australian Railways Association, and a conservation plan has also been prepared. A significant issue now is the lack of steam-era facilities for locomotive servicing out on the mainline. There are now few railway yards on the system, and inspection pits for the removal of ashes. On a happier note, the Garratt locomotive is bi-directional and does not need to be turned. Unlike many of the older steam locomotives, it has a prodigious haulage capacity.

The supply of good-quality locomotive coal is now a bit uncertain, and the cost to fill the bunker is estimated at \$4500! Consideration is being given to oil-firing for 6029. Similar locomotives in East Africa, and elsewhere, were oil-fired, but this was always uncommon in NSW. This proposal would get around most of

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the servicing problems, but would also entail some design and test work to sort out a satisfactory oil combustion system. Crews would need to be trained too.

Another minor modification would be for a diesel MU stand to be incorporated into the cab, and for through-piping of multiple air hoses (as on diesel locomotives). An assistant diesel loco would be necessary when negotiating single-line tunnels.

The on-board electricity supply will be augmented for possible advanced signalling and communication systems, which were the stuff of science-fiction when the locomotive was built. Lighting will be improved to meet modern standards. An emergency-egress point from the cab's rear bulkhead will also be provided.

Technology in all fields has advanced since the 1950s, and consideration is being given to a modified exhaust system, which has the potential to reduce the fuel and water consumption. A more advanced water treatment system is another possibility. Testwork on full-size locomotives was undertaken in Argentina, after the demise of steam traction in Australia.

Volunteers in Canberra are working in fairly spartan conditions in the open air. Temperatures range from well below freezing to 40 degrees during the work days. At a later stage, reassembly will take place in a workshop, though the large size of the Garratt does not help in finding covered accommodation.

More information on Garratts, from an international perspective, can be found here.

<http://users.powernet.co.uk/hamilton/>

Additional volunteers to assist in this project would be welcomed at the work days in Canberra. There is a detailed website at: <http://project6029.blogspot.com/>

The website has also been important in raising the profile of the project, and also for raising funds. A detailed book on the history and design of the Garratts will soon be published, which would be of interest to many readers of this newsletter. The author, Craig Mackie, has located all of the AD60 construction drawings, which was a great boost for the project.

Alan concluded by saying that the steam locomotive is only interesting, and an inspiration to future generations of engineers, if it is in operating condition.

Incidentally your reporter has spent a few days assisting Alan and the team in the restoration of loco 6029, and our main disagreement is Alan's preference for imperial units of measure. Imperial units should, as Ronald Reagan once said, be consigned to the dustbin of history. Unfortunately English-built products from the 1950s, such as the NSWGR Garratts, are all built to imperial dimensions.

Alan was thanked for an interesting presentation, which was a bit different to the usual fare of RTSA meeting. It is hoped that Alan might come back someday wearing his RISSB hat and give another presentation on a contemporary topic.

MUSINGS – MAX MICHELL

I wasted a bit of time recently surveying the Newcastle line weekday timetable in the Down direction only. I ignored what goes on between Sydney and Hornsby and also the odd train between Broadmeadow and Newcastle. Trains were categorised into four groups - Sydney to Newcastle (incl the Hornsby - Newcastle Flyer!!!), Sydney to Wyong, Sydney to Gosford (both of which include peak hour trains via the North Shore) and trains that run wholly north of Gosford (Gosford-Newcastle; Morisset-Newcastle; Gosford-Wyong).

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There are 65 trains in total running to 30 different destination and stopping patterns!!

Newcastle has 27 trains to 17 different stopping patterns.

Wyong has 16 trains with 4 different stopping patterns - although all but 2 trains are standard main line or North Shore pattern trains (14 trains to 2 stopping patterns)

Gosford has 8 trains to 3 different stopping patterns

Gosford North has 14 trains to 6 different stopping patterns.

The most frequent patterns are the off peak Wyong trains (11 No.), the Morisset locals (8 No.), Gosford (main line) trains (6 No.) and two different examples of the Newcastle semi-fast trains (one pattern stops additionally between Gosford and Tuggerah) which had 4 and 5 examples.

At the other end of the scale there are 20 trains that have unique stopping patterns. No wonder there is some confusion. When you overlay the 19th century fare system on such a charmingly confused timetable is it any wonder that the good users get rather confused?.

I didn't look at the weekend ttbl (which looks to be far more orderly) since RailCorp regularly tears up the track for the weekend and hires in buses.

COMING EVENTS:

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

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

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DATE	SPEAKER	TOPIC	LOCATION	TIME
Wednesday 3 February 2010	John Wayland CEO Lovell Springs	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 –

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- 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

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