

RTSA NSW CHAPTER NEWSLETTER

APRIL 2010 EDITION



NEXT MEETING

INNOVATION AND TRAINING WITHIN DOWNER EDI RAIL AT CARDIFF

Presented by Ivan Waterfield, General Manager, Cardiff
Operations for Downer EDI



Ivan will focus on innovations DEDIR have introduced at Cardiff as part of the PPP "Waratah" sub assembly and module build and test process. Ivan would also like to discuss the introduction of a comprehensive training and recruitment programme to ensure DEDIR has the required skills to carry out this up skilled level of work.

The Waratah trains, which are being constructed by an international consortium lead by DEDIR, will be undertaking a comprehensive series of tests and proving trials in the near future, prior to the first production series train going into service. The test train, a special four car consist, should have been delivered to Sydney prior to the meeting date. The Waratah trains will see the end of non air-conditioned trains in Sydney (and in fact in Australia) as well as enlarging the fleet to cope with growth of passenger numbers. They are part of the biggest single passenger car order ever placed in Australia. Ivan will provide more detail of these trains and in particular how the technical innovations were managed by DEDIR.

TECHNICAL PRESENTATION

VENUE:
Central Station
Meeting Room
(Opposite Platform 2,
Beside Lost Property)

DATE:
Wednesday 5th May 2010

TIME:
11.30am (for noon start)

*LIGHT REFRESHMENTS
WILL BE PROVIDED*



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WORDS FROM THE CHAIR - KATHARINA GERSTMANN

Welcome back after the Easter break everybody, there is much to report on since our last Newsletter, not least the announcement of the 2010 Young Engineer Award Winners.

Amongst the successful nominees for the 2010 Young Railway Engineer Award, was Peter Munro a Project Engineer with Downer EDI Works, who is one of two winners. Peter's award will be presented by myself at the coming lunchtime technical talk on the 5th May just prior to the main agenda item.

Peter Munro is a Project Engineer with Downer EDI Works - Rail Project Division, based in Sydney. Peter graduated from the University of Melbourne with a Bachelor of Commerce and Engineering (Civil) degree and, in is currently studying towards a Master of Science degree (Railway Systems Engineering and Integration) at the University of Birmingham, UK. Peter is a Member of Engineers Australia and also Committee member of the RTSA Victorian Chapter.

In regard to our cooperative working relationship with other Engineering Institutions and Associations I was very delighted to speak and have lunch with Keith Millard, President of the Institution of Mechanical Engineers (IMechE) just before Easter. And it was quite fascinating, although not surprising, to recognise that we are bound by a common commitment to make engineering attractive to young people and to improve the public understanding of engineering.

The RTSA is tackling this issue of encouraging more young people to become interested in a railway career on a number of fronts: financial assistance to 10 young people from the rail industry to go on the Asia Study Tour; Video Competitions; and in New Zealand, the CORE2010 organising committee is making arrangements for CORE participation by younger RTSA members, just as we did in Perth 2008.

As part of our own ongoing commitment, the NSW Chapter is having a Meet the Railway People Expo in Sydney this year. Aimed at undergraduate students (from years 1 to 4) from NSW Universities the Expo seeks to highlight some of the exciting career opportunities available to them within the rail industry.

We are confident that the Expo will be a fantastic opportunity to promote organisations as well as the railway industry.

Katharina Gerstmann
Chair – NSW Chapter

Meet the Railway People Expo

Students' Career Exhibition



RTSA Meet the Railway People Expo Sydney

Saturday, 24th July 2010, 10am – 2pm

Powerhouse Museum
500 Harris St. – Ultimo – Sydney, NSW

Free to attend.
Free Display Booths available.

Registration and further Information at
<http://rtsa.eventbrite.com>



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MEMBERSHIP

The National Council has agreed to waive membership fees for the remainder of this financial year. So if you are aware of any one who has an interest in railway engineering (Civil, Mechanical, Signalling or Electrical / Electronics) please let them know the benefits of being a member. Details of membership and how to join will be found on our website www.rtsa.com.au.

Although RTSA is a technical group under the auspices of Engineers Australia it is open to everyone who has a real interest in railways. It is the only technical group which covers all disciplines and as such is one of the most rewarding rail technical networking groups in the country.

RTSA offers a number of regular activities for its members, including meetings, visits and technical

tours. And our biannual Conference on Railway Engineering (CORE) is a highlight. A number of awards are made annually to encourage recognition of meritorious activity in support of the rail industry.

A particular RTSA attribute is that it engages in considerable well reasoned and structured lobbying in support of the rail industry with regular submissions and presentations to policy study groups and enquiries. Membership, in support of this activity alone, is very worthwhile.

Consider joining RTSA now if you are not yet a member. If you are a member see if you can introduce a friend as a new member.

EXECUTIVE COMMITTEE MEETING, AUCKLAND, 15-16 MARCH

Deputy Executive Chair

Since the meeting of the Executive held in November 2010 a successful search has been concluded to identify a Deputy Executive Chair. The selected candidate is Mr. Simon Wood from New Zealand who was welcomed to the Executive at its March meeting. Mr. Wood will assume the responsibilities of the Executive Chair immediately following the RTSA Annual General Meeting in September.

Project Planning Officer

As previously discussed, the Executive has concluded that it is necessary to employ a Project Planning Officer whose principal task it will be to lend assistance to the pursuit of specific initiatives as identified by the Executive from time-to-time. Mr. Peter Bishop has been employed to fulfil this role and his duties also began at the March Executive meeting.

RTSA Branding

The Executive acknowledges that the current branding and image of the RTSA may not be as widely recognized as it should be and that this is inhibiting the level of participation in the initiatives of the Technical Society. This being the case, it has been agreed that, in the first place, a professionally directed market research survey shall be carried out with the objective of collecting information that then can form the basis of an associated project plan. Preliminary work on the arrangements for the market research survey is to begin immediately.

RTSA Website

As a result of the decision to conduct the market research survey, it has been decided that it will be premature to undertake a total redesign of the RTSA website. However, work still is to be undertaken to improve the functionality of the site.

The Railway Technical Society of Australasia (RTSA) - NSW Chapter

PO Box 6038, Kingston ACT 2604

Tel: 02 6270 6569 Fax: 02 6273 2358

Email: nsw-chair@rtsa.com.au

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POINT OF VIEW – MAX MICHELL

Way back in 1929 a business train was introduced between Sydney and Newcastle running to a 2 hr 45 min schedule. Not only was this with an 1891 steam locomotive but it was with a permitted maximum speed of 55 mph (89 km/h in modern parlance). It is fascinating to realise that despite several generations of newer steam locos, a whole series of early generation diesels and now the ubiquitous double deck electric inter-urban trains that rail travel time on this route has hardly changed – the typical time is now between 2hr 40 minutes and around 3 hours depending on the stops. The best trains, the last remnants of real inter-city Flyers, are scheduled at 2 hr 30 mins on the southbound journey and 2hr 35 mins northbound. Considering that travel time by road has been reduced to around a third in the same time span it is little wonder that the rail service between these two major centres excites relatively little interest.

For sure there are far more trains than back in days of yore, but that should not be an excuse for the failure to keep up with contemporary travel expectations in this day and age. One of the issues would seem to be the lack of differentiation between suburban, Central Coast and Newcastle services. Take the 17.15 down for instance – the only remnant Flyer type train left in that direction. The largest numbers of disembarkations of that train are at Hornsby (I kid you not – often the Hornsby passengers sit while Newcastle passengers stand as far as that station) and Gosford. Despite this the whole 8 cars run through to Newcastle with a passenger load north of Gosford that would comfortably fit in a 4 car train. There are other examples – take the 15.45 and 16.45 down trains for instance which are also 8 cars. These trains stop at all stations between Gosford and Morisset despite the fact that 6 out of the 8 intermediate stations in this section are only long enough for 4 cars. So in effect there are four cars that

serve all stops along the way and another four cars that only serve the major locations, but despite this the whole 8 car kit and caboodle trundles its way to Newcastle coupled together.

There are many other examples of the timetablers 'playing trains' rather than trying to meet specific passenger travel requirements. From my limited experience since becoming a northerner it would seem that the local RailCorp management are well aware of the limitations of the existing train running and scheduling and would like to do something about them, but it would seem the mysterious depths of the Sydney based timetabling system are quite unmoved. It is obvious that train times on the Newcastle line could be sharpened up quite measurably without changing the track or rolling stock in any manner at all. With some imagination, and a greater focus on the specific passenger needs for the different passenger markets on this line, that a much improved service could be provided for the more northerly passengers using less rolling stock and to more attractive timetables.

Several decades ago, in both Victoria and Western Australia, a problem of small silos and short sidings in the respective grain networks was dealt with using a mixture of carefully sited improved receive and storage facilities coupled with a reduction in handling costs. In the passenger business a similar targeted concept from limited key locations that included higher frequencies, more express running, competitive travel times and adequate station facilities would go a long way to improving the lot of the residents of the whole of the Sydney – Newcastle corridor (where maybe 40% of the people in NSW are located). It certainly couldn't be less inspiring that the existing slow and dreary timetables.

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LAST MEETING

The April 7th presentation on the Cronulla duplication and the various other Clearways projects will be included in the May Newsletter.

COMING OUTINGS AND EVENTS

Joint meeting PWI/RTSA/IRSE

Our annual joint meeting with the Permanent Way Institution (PWI) and Institute of Railways Signal Engineers (IRSE) will be held on 25th May at the Sydney Masonic Centre commencing at 4:30pm. Interfleet Technology is the sponsor for the meeting and Kevin Karaloff presents a paper "Alliancing, Franchising, PPP's and their impact on engineering".

Larry Matters from Australian Transport Safety Bureau (ATSB) in Brisbane will also present a paper on the dangers of the use of mobile phones while engaged in operational tasks (utilising information from the NTSB's investigation report

into the collision of a Metrolink commuter train and a Union Pacific freight train at Chatsworth in the USA on 12 September 2008).

Site Visit to the Auburn Maintenance Facility

Silvia Fedakova, who joined the Committee as Co-opted member to assist with the preparations of events, is currently organising a Technical Site Visit to the Auburn Maintenance Facility for June. This is very timely following our May Topic "RailCorp's Waratah PPP Trains".

Detailed information on this planned tour will follow soon.

NSW'S FIRST SCHOOL-BASED RAIL INFRASTRUCTURE TRAINEESHIP:

A national rail training organisation in cooperation with an Illawarra rail infrastructure maintenance and renewal company has started the first school-based rail infrastructure traineeship in New South Wales. The traineeship was initiated by the Centre for Excellence in Rail Training in conjunction with Railcon.

The training plan allows high school students to complete their HSC and apply skills in the work place to gain a Certificate II in Rail Infrastructure.

"The rail industry like other industries is trying to attract people to the industry as well as ensuring they are competent and safe," CERT national manager Mark Haigh said.

"School based traineeships are an excellent conduit and a process that CERT will be marketing to other large players in the rail industry."

(Source: RailExpress.com.au 10 March 2010)

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FUTURE MEETINGS

Wednesday 5 May 2010 11.30 for 12.00	Innovation and Training within Downer EDI Rail at Cardiff Ivan Waterfield, Executive Manager, Cardiff Operations, Downer EDI Rail	Meeting Room Central Station Concourse Sydney
Wednesday 2 June 2010 11.30 for 12.00	Overhead Wiring Rob Stevens, Principal OHW Design Engineer, Trackwork Services Alliance	Meeting Room Central Station Concourse Sydney
Wednesday 7 July 2010 11.30 for 12.00	High Speed Rail Colin Stewart, Director, Global Rail, Arup	Meeting Room Central Station Concourse Sydney
Wednesday 4 August 2010 11.30 for 12.00	Independent Public Inquiry on Sydney's Long Term Public Transport Plan Speaker from Ron Christie's Team	Meeting Room Central Station Concourse Sydney
Wednesday 1 September 2010 11.30 for 12.00	Two or three short topics Young Members Presentations	Meeting Room Central Station Concourse Sydney
<i>Wednesday 6 October 2010</i> <i>11.30 for 12.00</i>	<i>Gold Coast Light Rail</i> <i>To be Confirmed</i>	<i>Meeting Room</i> <i>Central Station Concourse</i> <i>Sydney</i>
Wednesday 3 November 2010 11.30 for 12.00	Automatic Train Protection Craig Stanfield, Project Director ATP, RailCorp	Meeting Room Central Station Concourse Sydney
Wednesday 1 December 2010 11.30 for 12.00	Christmas Heritage Topic Rebirth of a Legend: 3801 in the 21st Century Craig Mackey (NSWRTM) and Chris Hoskin (Halcrow)	Meeting Room Central Station Concourse Sydney

Engineers Australia members are reminded that attendance at RTSA technical meetings contributes towards CPD requirements.

Each RTSA technical meeting generally has a value of 1 CPD point.

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CONTACT AND SOCIETY DETAILS

Katharina Gerstmann
Andrew Honan
John Watsford
Max Michell
Basil Hancock
Andrew Mackay
Bill Laidlaw
Chris Venn-Brown
Candice Ng
Paul Harris
Tomas Magyla
Silvia Fedakova

Chair
Past Chair
Secretary 0418 217 105
Newsletter Editor 02 4975 4310
Meeting Topics
Treasurer
Outings Convenor

nsw-chair@rtsa.com.au
ahonan@pacific.net.au
nsw@rtsa.com.au
max412@gmail.com
Basil.Hancock@railcorp.nsw.gov.au
billlaid@bigpond.net.au

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CONTRIBUTIONS TO NEWSLETTER

Contributions for publication in Newsletter are welcome. As far as possible they should be kept to a reasonable length (desirably no more than 2 pages) and should be relevant to the interests of members.

By far the best way to submit contributions is by e-mail – to the Editor at max412@gmail.com for preference.

The editor has moved to a new domicile, so please make sure you direct mail to the address at Rathmines / Fishing Point and not the previous Potts Point location. E-mail is the preferred option and that has not changed

In general hard copy material that has to be transcribed into electronic format for publication will tend to be given lower priority than material supplied in electronic format.

