

RTSA NSW CHAPTER NEWSLETTER

MAY 2010 EDITION



NEXT MEETING

INDEPENDENT PUBLIC INQUIRY INTO SYDNEYS LONG TERM PUBLIC TRANSPORT PLAN

Presented by Jim Wells, member of the Inquiry Project Team



TECHNICAL PRESENTATION

VENUE:

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

DATE:

Wednesday 2nd JUNE
2010

TIME:

11.30am (for noon start)

*LIGHT REFRESHMENTS
WILL BE PROVIDED*

In mid 2009, in response to the vacuum surrounding the future planning for Public Transport in Sydney, an independent Inquiry was established under the Chairmanship of Ron Christie. This Inquiry subsequently issued a comprehensive and very informative report which identifies an achievable and affordable way forward for transport in the city. This report was followed a few weeks later by a 'new' plan from the Government, which in many respects had a quite different focus. Jim Wells, former railwayman and Inquiry member will provide us with an overview of the Independent inquiry and its findings

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WORDS FROM THE CHAIR - KATHARINA GERSTMANN

The local committee has been working hard to bring the NSW members an informative and rewarding range of speakers for the monthly technical meetings. I am sure I speak for all those that regularly attend that our meetings held to date this year have been both stimulating and interesting. It is good to see everyone come early to enjoy and participate in the networking with fellow Railway Engineering experts. We still have room for more to attend so please make it goal to attend at least on Chapter meeting this year.

Unlike other RTSA chapters your NSW chapter is very lucky to have a very good writing team for our monthly newsletter, and I hope you enjoy our regular news spots and reviews of events.

As previously mentioned registrations are now open for Core 2010 in September this year. A full conference program, together with the social and partners' program are available for viewing on the website.

Big thank you to all those who submitted a paper for the CORE2010 conference. 227 abstracts were received from across New Zealand and the four regions in Australia. The judges were very impressed with the depth of quality and scale of projects being undertaken by Railway Professionals around the globe.

However, only 72 paper slots were available and the choices were difficult. After rebuilding the conference program to respond positively to this huge interest it was finally possible to accept 80 papers with a further 10 or so as reserves. Given this overwhelming number of abstracts submitted, the final 80 papers selected promise a technical program second to none! Take a look at the

website now www.core2010.org.nz for more information and get booking!

Our apologies for those authors who did not get their paper accepted. We appreciate the effort you put into the abstract and the Executive Committee is exploring alternative options for publications.

Finally a very warm welcome to our newly joined members:-

Francis Doyle
Ronald Fraser, Railtrak Systems
Tibor Hoffmann, Leighton Contractors
Garry Lougher, Australian Rail Technology
Mandar Marathe, RailCorp
Andrew Mouncer, Downer EDI Works
Seamus Murphy, Aurecon – Novo Rail
William Pang, Downer EDI Rail
Eric Poon
Dominic Trani, Coffey
James Verco, Cardno
Kenelm Wong, RailCorp
David Venn-Brown, Interfleet Technology.

RAIL – REJUVENATION & RENAISSANCE
CORE2010
CONFERENCE ON RAILWAY ENGINEERING
12-14 SEPTEMBER WELLINGTON NZ. WWW.CORE2010.ORG.NZ

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2010 MEMBER SURVEY



The RTSA will be conducting a nation-wide member and non-member survey. RTSA members are an integral part of each Chapter and as we move forward with our new strategic direction we are committed to finding better and more efficient ways of supporting and engaging them.

The purpose of the survey is to help us to improve communications, and to better understand and tailor activities to the needs and interests of our members. So when you receive a survey invitation from us in the next several days, I would appreciate your taking the time to participate.

All information provided through the survey will be treated as confidential and will not be shared outside the RTSA. If you have a question regarding the Member survey, please contact us.

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. Details of membership and how to join will be found on our website www.rtsa.com.au.

LETTER TO THE EDITOR

Alex Stoney, our resident Agent Provocateur (or Lateral Thinker in Residence) offers the following radical suggestion in regard to overcrowding at City Rail Stations. Although over-length for normal LtE this is sufficiently creative and different to warrant inclusion in

The Problem.

Newsletter. The editor confidently expects responses to Alex's proposals, but remember to keep them short and to the point (please!)

It has been reported that CityRail is worried about the danger of passengers being pushed off a station platform, possibly into the path of trains,

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due to the excessive crowding of station platforms. Although this problem will continue to grow and spread, it appears to be currently focused on Platform 2 at Town Hall station, and to the afternoon peak hours. The ultimate solution is to build one or more new routes into the Central Business District of Sydney (CBD), so as to divert some of the excessive load from Town Hall station to other stations. However, on current Government policies, this solution will not occur for several electoral cycles, and no solution looks likely until at least 2030, by which time several lives may have been lost due to this problem.

The Solution.

A more available solution is needed, and this report proposes a suitable method of reducing this problem to a manageable level, for long enough to take effective action on the necessary new CBD routes and stations. This report takes account of the observed fact that much of the congestion is caused, not so much by passengers boarding the **train at the platform**, as by the large number of passengers waiting for **FOLLOWING trains**. This report aims to reduce, by perhaps half, the number of these passengers. This view is supported by Mr Ron Christie's Independent Public Transport Inquiry, promoted by the Sydney Morning Herald which, as well as discussing the **following-train** passengers, illustrates crowded passengers on pages 66 (84 of 484, on the CD) and page 70 (89 of 484 on the CD).

About 1988, the Tangara suburban trains were introduced, all equipped (at both ends of each 4-car set) with Automatic Combined Couplers, which included all the necessary air and electric connections between the cars, and could be uncoupled from the Driver's seat. So far as I know, this capability has never been used with an occupied train, even though this is common practice on some European railways. This report

proposes that this facility should be used to relieve the over-crowding of Town Hall station, and the required operating details are summarised below.

Present Timetable.

This problem appears to be limited to the afternoon peak period at Platform 2, at Town Hall station, which serves trains destined for the Western line to Penrith and Richmond, and the Northern line to Epping.. A summary of the weekdays timetable, during the two hour period from 4 pm to 6 pm, the following trains leave this platform (ref: Western and Northern line timetables, 'Effective 11 October 2009 Updated November 2009').:-

- 4 trains to Richmond.(all with the same stopping pattern.)
- 6 trains to Blacktown (all with the same stopping pattern.)
- 8 trains to Epping. (all with the same stopping pattern.)
- 5 trains to Emu Plains. (all with the same stopping pattern.)
- 7 trains to Penrith (with two different stopping patterns.)
- 3 trains to Quakers Hill. (with two different stopping patterns.)

Thus in this two hour period, there are 33 trains going to 6 different destinations, and many of the passengers for later trains are already waiting on the platform.

Recommendation.

This report recommends that the 8 trains to Epping, the 4 trains to Richmond, and the 3 trains to Quakers Hill, be combined to make 15 trains of Tangara stock. This will provide more frequent service to both lines, by uncoupling at Strathfield and proceeding as 4-car trains for the remainder of their journeys. The front 4-car set will proceed to Richmond or Quakers Hill, while the rear 4-car set

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will proceed to Epping. For this purpose, additional crews will be required, and will wait at Strathfield (or perhaps Burwood) to board the train, and with satisfactory approved procedures, will take over the operation of the rear set of cars.

At Epping the first 4-car set (each afternoon) will wait for the second to arrive, and they will be coupled (in the terminating track where trains currently wait to return), and will return to the City on the current timetable (carrying the second crew as far as Strathfield or Burwood for their next run.). At Richmond and Quakers Hill, the 4-car sets will similarly re-couple into 8-car trains, and return to the City on the current timetable (but a revision of the number of trains continuing to each terminal will probably give an improved level of service. Some fine-tuning of the timetable will probably be warranted, particularly as part of the Richmond line is currently being duplicated.) No trains will require to be coupled while loaded with passengers, unless and until CityRail can be assured of full safety, by sufficient training of drivers in the coupling procedure.

Similarly the 6 trains to Blacktown, the 5 trains to Emu Plains and the 7 trains to Penrith should be combined into 18 trains, some of which will divide at Strathfield into one running express to Blacktown and the other running all stops to Blacktown and beyond. Others will run express to Blacktown (or perhaps Parramatta) and then divide into two sets, one running express and the other all-stops. They also will re-combine before returning to the City as 8-car trains.

This system will halve the time passengers have to wait on Town Hall platform for their train, and this will halve the number of passengers waiting on

the platform for following trains. Also it will give a more frequent service for all or most passengers, and should result in a more satisfying travel for many.

Train Scheduling.

Since there are 33 trains involved during this peak period, and few if any can return for a second trip in this time, there will need to be 33 (plus a few spares, totalling say 36 Tangara trains) allocated to Hornsby carriage sheds, from which all North Shore, Northern and Western line trains are stored. Although 'Millenium' trains have the same combined couplers, they are not electrically compatible with the controls of Tangara trains. It would complicate the rostering to have two incompatible groups of 4-car sets, which must be re-coupled to a different partner each day.

Destination Indicators.

The destination indicator system at Town Hall station (as well as at Wynyard, North Sydney, Redfern, Burwood and Strathfield, and perhaps elsewhere) will need a considerable amount of re-programming, to have the indicators on the 'front' half of the station platform showing a different train from those on the 'rear' half of the platform. Signage, and initially public announcements will be required to inform passengers of the location of their 'half' train. Sydney passengers are not fools, they will learn quickly, and the few who find themselves on a wrong train will complain, but not make the mistake again. The improved level of service will justify the new learning, and the considerable amount of time consumed in fine-tuning the timetables.



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APRIL AND MAY MEETING REPORTS – MALCOLM CLUETT

April 7th: SUTHERLAND – CRONULLA BRANCH DUPLICATION.

Mr Brian Hogan, Program Manager, Major External Works, RailCorp.

NSW Government Targets:

- CBD public transport usage from 72 to 75 %
- Journey to work by public transport generally from 22 to 25 % by 2016
- Reliability Target increased to 92% on-time-running for rail
- Need to measure, report and improve customer satisfaction

The Sutherland - Cronulla duplication is part of the Rail Clearways \$2.1b program. It will allow six trains per hour in each direction. For the past 25-odd years there have been single-track sections between Sutherland and Gymea, and between Caringbah and Cronulla. These bottlenecks restricted line capacity. Prior to that, the section Gymea – Caringbah had also been single-tracked, and trains could only cross at Gymea and Caringbah stations. The whole branch was controlled from an unusual single-storey signal box (resembling a suburban bungalow) at Sutherland. The line was opened in 1939 and remains the only direct link by rail to a beachside suburb in Sydney.

The Sutherland- Cronulla duplication was commenced as a Design & Construct project in 2006, and was converted to an Alliance project in 2008. The Alliance partners are TIDC, John Holland Group and United Group (among others). Commissioning was March and April 2010 in

conjunction with the Sutherland Junction resignalling.

The project consists of:

- Five overbridges
- Five underbridges
- Two new platform faces
- Two platform extensions
- 1700m of sound walls
- four passenger lifts
- 26 separate retaining walls totalling 2900m.
- 8km of concrete-sleepered track
- 20km of new overhead wire
- 80km of conduits and 90 pits
- 40 new signals

Brian's presentation had many illustrations of the works under way along the line.

A new substation was provided at Gymea. The final shutdown involved a slew of the line at Caringbah and Sutherland.

Converting three major road overbridges from one track opening to two, while keeping the roads open for traffic, was a major exercise involving much lane-diversion and road traffic control. Some other minor roads were provided with overbridges with provision for the eventual double-tracking.

Paved walkways and handrails were added to the remodelled storage yards at Cronulla. A new stabling track was provided, as well as noise walls. The track layout had not changed since the line was opened, and featured an unusual double end to end platform, sharing the same platform face. After the remodelling, the layout was simplified,

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with discrete trackage into each platform face. Because of the loss of usable platform length in the middle, the platform was extended by 50m at the Sydney end.

The Sutherland- Cronulla project completion finished Portfolio 1 of the Rail Clearway portfolio of works.

There was a weekend of “Empty Running” on 17/18 April, prior to commissioning. This involves a full timetables service (but with no passengers) and will enable any faults to become evident before public services commence. It also aids crew training. This approach was first adopted during the commissioning of the Olympic line.

The whole line has been resignalled as part of the duplication project.

Some other RailCorp projects:

The speaker outlined a list of major projects, all linked to the new timetables.

- Kingsgrove to Revesby Quadruplication (K2RQ) (\$784 Million project)
- Epping – Chatswood line (which is currently in Defects-rectification mode).
- Northern Sydney Freight Project (Federally funded and investigations are under way)
- Rail Clearways Program – 60% complete
- Quakers Hill station relocation (line will be offset from the current alignment). This will be associated with a new shopping precinct. Problems were encountered here with buried ordinance, as the new railway corridor is on former Defence Department land.
- Liverpool Turnback
- Macarthur Stage 1 (Station)

- Macarthur Stage 2 (Track)
- Auburn stabling yard.

RailCorp would prefer to hand over construction matters to TIDC and be more concerned with rail operational matters.

Questions and Answers.

Q – No turnouts have been provided on the new line between Sutherland and Cronulla. Why ?

A Minimised costs from a maintenance viewpoint. (The Operations Division typically seeks lots of turnouts for greater flexibility to cope with breakdowns, trackwork, etc).

Q Sutherland Junction – precedence of Passenger vs freight ?

A The same decision-making process is occurring everywhere where freight and passenger trains mix. The timetable is designed to accommodate this.

Q Public/Private transport Modal Split - how is Sydney doing in relation to other cities ?

A Sydney more dependent on private vehicles. Speaker would like to see more new rail corridors.

Q Stabling facilities – why isn't more use made of Eveleigh land ? There will be an increasing need to stable rolling stock in Sydney.

A Eveleigh is being sold for non-railway purposes.

Q Layout at Cronulla – was originally going to be a scissors crossover in the middle of the single platform face. Why the current inflexible and inconvenient layout, with a new bufferstop adjacent to the main public entrance ?

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A Timetable modelling revealed problems in meeting desired outcomes. Hence two unconnected tracks leading to the same platform face, even though the buffer stop is adjacent to the station entrance (inconveniencing customers).

Other considerations were:

- Heritage orders
- Unusual layout
- Signalling considerations
- Restricted transverse width of the site. – all dictated the new layout.

Q Aesthetics . Civil works on the railway are considered ugly, ie, signal troughing, concrete batters, etc and especially concrete noise walls.

A Noise walls are the last option to be applied. Curve radius can affect noise generation, and there is a severe curve for trains on the branch after leaving the junction. Transparent noise walls attract graffiti even more than solid concrete walls. The community consultation process revealed a preference for full-height concrete noise-walls.

Q How effective are the sound walls ?

A Some reverberation has been noted. Acoustic testing will be done post-construction to determine their effectiveness.

Q Why commence with a D&C and then convert to an Alliance contract ?

A Difficulties arose during the early stages. Risk sharing was seen to provide a better outcome.

MAY 5th: INNOVATION AND TRAINING WITH THE NEW PPP TRAINS

**Mr Ivan Waterfield, Executive Manager,
Cardiff Operations, Downer EDI**

Sydney's new EMU trains are known as Private Public Partnership (PPP) trains (reflecting the contractual arrangements) or otherwise as the Waratah trains (the NSW floral emblem).

The initial question was how to build such a large order of carriages as in the PPP project in the timeframe required ? The delivery rate is approximately three times that which the Australian rolling stock suppliers could achieve. The PPP Contract Value is \$3.6b.

The presentation commenced with some impressive safety statistics for the EDI Cardiff workforce.

- 891 days since last Lost Time Injury
- 93 days since last medical treatment injury.

The company has a Zero Harm focus for its employees.

Financing – a special purpose company was set up with the name of "Reliance Rail". It is owned jointly by Downer EDI, AMP Capital Investors, ABN-AMRO and Babcock & Brown.

There are three contracts in the PPP project:

- Rolling Stock Manufacture (RSM)
- Fleet Maintenance Facility Construction
- Through Life Support (TLS)

The RSM contract involves the supply of 78 x 8-car double-deck sets plus two spares (626 cars). The TLS contract involves the maintenance of the above for 30 years. The PPP income is derived from a Set Availability payment.

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The nature of the contract places more onus on availability and reliability than deliveries in the past. The trains will remain owned by Reliance Rail and hired by the client for the life of the contract. There needs to be guaranteed levels of reliability and availability. A new servicing complex has been built at Auburn. Substantial investment was required to upgrade the Cardiff facility to cope with the required throughput.

Manufacture of the sets

Past EMU contracts within Australia were typically at the rate of one car per week. The PPP contract requires one eight-car train delivered every ten days. Collaboration with a globally-competitive manufacturer was seen as a pre-requisite for the contractors in the tendering process.

The new carriages have a modular structure, which simplifies assembly.

The stainless steel body shell plus bogies are manufactured by CRC in China.

The Cab Module + Electrical Lockers + Rooftop ventilation & air-con, equipment, traction equipment, internal fit-out, etc are being done at Cardiff.

The Cab Module is a large fibreglass moulding (incorporating other assemblies) that occupies a large gap in the outer car bodysells.

Intellectual Property issues favours fit-out within Australia, rather than in China.

The speaker presented some pictures of CRC's Changchun facility in China and it is very clean, modern and impressive. The facilities are in line with World's Best Practice for such plants. There is

a high degree of automation involved. To give an impression of the size:

- Cardiff 22,000 sq m under cover.
 - Changchun 440 000 sq. m under cover.
- (Plus another facility of a similar size for other customers' High Speed rail vehicles)

After the bodysells and bogies are complete, they are loco-hauled 1000-km South to Dalian, where there is a port facility.

The Dagang Docks are chartered from Schenker and used for export to Australia. After the ocean voyage, the bodies are unloaded at Newcastle and railed to the Cardiff facility for final fit-out.

The Main North Line, which runs past the plant, is a suitable test track.

There was investment in the site at Cardiff to bring it up to World's Best Practice.

Links have been established with High Schools, TAFES and the Hunter Net Group Training Company, to obtain the required workforce at Cardiff.

Downer EDI Rail is a Lead Industry Participant in NSW Tafe *Competitive Manufacturers Programme*.

The speaker showed some impressive animated 3D CAD simulations of the production line approach to assembling cab modules, and completed cars. This enabled critical items to be identified, such as overhead crane availability.

The cab modules have six workstations, and spend five working days at each stage.

Some of the Cardiff site is leased for other purposes, such as locomotive manufacture and

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overhaul. One third of the site is occupied by the PPP Waratah train facility.

There is extensive simulation, testing and verification of all of the electrical equipment. There are 4-car Low voltage test bays (x3) & one new High Voltage test bay. Pictures were also shown of stress and stability testing of the bodyshells of the first 4-car prototype set. There were also pix of electrical items being assembled and tested.

There is also on-car testing with automated equipment.

An Italian-built trackmobile is used to position the cars within the workshop.

The whole plant has adopted the "Lean" manufacturing concept introduced by Toyota. There are 23 production teams at Cardiff. Each one has a 6.30am meeting.

Later, at 8am, there are meetings of the self-management teams (done by junior staff) The system is working well.

Key facts

There is 160km of cable in each 8 car set, and 600m of fibre optic cable. There are 90,000 electrical connections. All the PPP cars together would make a rake 13km long.

Capacity of the train is 2100 persons. Each eight-car set has a 556-tonnes weight under crush-load conditions. The lack of drivers cabins between cars 4 and 5 in each set provides additional capacity compared to existing trains.

The whole contract will see 380,000km of on-track testing.

The Prototype

The contract is large enough to justify a prototype set being made. This set is just four carriages long (while the production sets will all be eight cars long). The test set had initial runs in Newcastle, but (at the time of the presentation) is based in Sydney. Incidentally the prototype train looks very much like the initial 3D Computerised renderings.

Training – there are 350 people on the Cardiff site (with one apprentice for each nine trades staff). During the Millennium contract there were only 300 on the site.

A particular challenge was obtaining enough qualified electrical workers. The site also employs mature age apprentices – including an award winner.

The PPP consortium is also providing expatriate support to the Changchun works.

Questions and Answers

Q Training for Engineers?

Cadet engineers are also being trained – including at Downer EDI's Granville plant and satellite sites.

Q Modifications to the cars post-production?

There is a Production line for trailers, and another for motor cars, plus a recovery production line.

The first production 8-car train will be handed over in the last qtr of 2010.

Of the prototype train, the two trailers will become spares, while the two motor carriages will go into the delivery.

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Q Visibility of the doorways of the train since the guard will no longer be in the centre of an eight-car train?

CCTV is provided to allow the guard to view the doors, and other areas as required.

Q Why a four car test train – not 8 cars?

The test set is mostly for brake and traction systems tuning. This is not affected by train length. The control system did need some modifications, as revealed in the initial trials.

Q How many cars are at Cardiff now ?

Set 1 and Set 2 are in Cardiff (16 cars). Set 3 is ready to leave Changchun.

The final car is scheduled for delivery in October 2013. (The client will need to provide enough space on the network to accommodate them.)

Q How many people were sent to Changchun?

40 people (mostly local but some expatriates). Focus on Quality Management.

Q Transport arrangements from China to Australia?

There are three ships hired to transport the bodyshells from China to Australia. At Cardiff, from the time of receipt of a bodyshell to a completed car being despatched, there is a schedule of 35 days. The HV test bay is on the critical path.

Q Finish of the bodywork and spot welds?

Remember that these cars are prototypes. Bodywork finish will be sorted out and improved on the production cars.

Q Crash-worthiness and crumple zones?

The cars have a crash box incorporating a honeycomb energy-absorbing material.

Q Would a greenfields site have been better than Cardiff?

The required return on investment dictates otherwise. There would need to be a really big new contract to justify a Greenfield site on the scale of Cardiff. There are 350 people at Cardiff, so it is a pretty big site already. Other railway workshop functions at Cardiff are still continuing (such as locomotive manufacturing and repair).

COMING OUTINGS AND EVENTS

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.

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FUTURE MEETINGS

Wednesday 2 June 2010 11.30 for 12.00	Independent Public Inquiry on Sydney's Long Term Public Transport Plan	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	Overhead Wiring Rob Stevens, Principal OHW Design Engineer, Trackwork Services Alliance	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 To be Confirmed</i>	<i>Meeting Room Central Station Concourse 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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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.