

RTSA SA CHAPTER NEWSLETTER

JUNE 2010 EDITION



NEXT MEETING: Cairns Tilt Train Accident – Larry Matters, ATSB

Larry Matters is a Senior Transport Safety Investigator with the Australian Transport Safety Bureau and has been Lead Investigator of several major Level Crossing investigations. Larry's presentation will focus upon the Cairns Tilt Train Accident of November, 2008.

TECHNICAL PRESENTATION

VENUE:

RTSA, Level 11
108 King William St

DATE:

Thursday 1 July 2010

TIME:

5.30pm (for 6.10pm start)

Light Refreshments to be provided.



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

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CHAPTER MEETINGS 2010

Thursday 5 August

Wheel Profiles - Carolyne Southern (Pacific National) & John Furness (ARTC)

Thursday 2 September

Joint IRSE, RTSA and PWI Meeting, topic TBC
Gil Langley Room, Adelaide Oval

Monday 27 September

Andrew McNaughton, Eminent Speaker CORE 2010
Eminent Speaker Tour

Thursday 7 October

Joint IRSE, RTSA and PWI Meeting
Paul Radcliffe, Thermit Australia

Thursday 4 November

Port Adelaide Viaduct – Sam Phillipou, DTEI

Tuesday 30 November

RTSA AGM & Annual Dinner
Lion Hotel, North Adelaide

Publisher

This newsletter is a publication of the South Australian Chapter of the Railway Technical Society of Australasia. Opinions expressed within are not necessarily those of the Chapter, Society or Editor.

Contributions

Contributions, including news, opinions, or letters to the editor, are always welcome. Send material by e-mail to saeditor@rtsa.com.au

Continuing Professional Development

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.

RTSA Website

The RTSA website www.rtsa.com.au has details of RTSA activities, including future meetings and reports from past meetings, for all Chapters. Membership information for potential new members and an application form may be found at www.rtsa.com.au.

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Newsletter Dispatch

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NEWS

Joint PWI, RTSA Site Visit 3rd June 2010 – Dry Creek Railcar Depot

I am very pleased to report that the site visit to the Dry Creek Railcar Depot was extremely well attended and proved to be a fascinating tour of the facilities (as built so far!).

'Decked out' in our mandatory PPE, our hosts and Managing Contractor, Baulderstone, were able to take us around the majority of the site and construction had progressed sufficiently for us all

to get a good appreciation of how the finished depot will look and operate.

Our thanks go to Tom Hampton as 'Tour Guide' for his detailed explanations of the ongoing works and to Stephen Townsend of the PWI for his efforts in organising this visit. Some photos from the afternoon are shown at the end of this newsletter.

COMING EVENTS

Core 2010 – Wellington, NZ

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. Given the staggering number of technical papers submitted for consideration, the final 72 papers selected promise a technical program second to none! Take a look at the website now <http://www.core2010.org.nz/> for more information and get booking!

Another Date for the Diary!

In case you missed it on Page 2, the date for this year's AGM and Annual Dinner is **Tuesday 30th November** at a new venue, the **Lion Hotel, North Adelaide**. Please put the date in your diaries now for what will be a great social event!

AusRAIL 2010 – 23-25th November, Perth

This year AusRAIL will focus upon taking the industry forward through innovation, modernisation and technology leadership. To find out more see the website www.ausrail.com



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LETTERS TO THE EDITOR

John Hoyle, Australian Editor of the International Railway Journal raised the following query to the SA Editor back in May 2010. (The following is an excerpt from John's email):

"I am a member of the Queensland Chapter of the RTSA and, to help me keep across rail developments around Australia for my magazine work, read the newsletters of the various Chapters around Australia. I find the SA Chapter newsletter very informative and helpful in keeping up to date on what is happening in the SA rail scene.

However I was, along with a couple of my colleagues, intrigued at the emphasis in the newsletter upon car parking arrangements associated with the move to a new meeting venue in the Adelaide CBD. I would have thought that a body concerned with promoting rail transport in particular, and public transport in general, would not publicly be seen to be encouraging motor vehicle use to attend its meetings. Whilst the reality is that many members may drive cars to attend RTSA meetings it seems odd that the RTSA would be publicly seen to be indirectly promoting car use. As one of my colleagues commented it gives the impression that rail and public transport are interesting study topics but something for 'others' to use."

SA Chairman's (edited) Response:

"I gather that you may have perceived an 'emphasis' from the most prominent piece of information about this subject in the newsletter you saw: the full-page map, showing parking etc.

It would have been remiss of us if we hadn't; [reproduced this map for our members, as our] members certainly have more access choices now than with the previous non-CBD venue - and those public transport alternatives have also been repeatedly promoted - but the reality of Adelaide's current public transport system is this doesn't suit some members.

They may be coming to the meeting on their way home from the many industrial-area workplaces represented in our Chapter, which are typically not as well served by public transport services as their CBD counterparts, and are therefore driving anyway.

Alternatively they may face the same dilemma as I do; being a CBD-worker I usually catch the train around business hours, but this can become quite inconvenient for after-hours functions when rail services become hourly after about 7 o'clock"

John Hoyle's (edited) Response:

"Many thanks for your response. I understand the transport dilemma and agree with you that the relatively infrequent and painfully slow train services (especially over point work!) in Adelaide, particularly during evenings, are not convenient for everyone.

Keep up the good work in SA."

If you have a comment or observation you would like to raise, the SA Editor would be pleased to hear from you at saeditor@rtsa.com.au

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CHAIRMAN'S CHATTER

“THE Adelaide to Darwin railway has been bought by a New York Stock Exchange-listed company for \$334 million from debt-ridden owner FreightLink.”

The Advertiser proclaimed this on June 9 at 12:35pm; big news indeed for Genesee & Wyoming Australia and an interesting move for those involved. What was also interesting was the profile generated by observers apparently *not* involved. 48 hours after the story was posted, over 100 comments had been lodged online – one of the bigger responses around.

A testament to the attachment everyday Australians feel about an iconic and strategic piece of nuts-and-bolts infrastructure? Possibly, but the story garnered a whole range of responses, and all the usual extremes were there; some of it makes for painful reading, but a few contributors had surprisingly accurate facts. Overall it was a reminder to me that while railways often seem to be a shell of their former selves - in terms of size of the organisations, budgets, authority and prestige – we are certainly not forgotten.

THE Independent Weekly also ran a railway-related article – about retired SAR Commissioner Ron Fitch, who turned 100 on June 8th.

As the son of a railway signalman, Ron joined the WA Railways as Cadet Engineer at 16. He rose through the railway ranks to take over from SAR Commissioner Fargher in 1966, until his retirement in 1973 – which, as the article explains, didn't 'dull his spirit or his interest in railways'.

Mr Fitch is a living legend in railway circles, earning his place in history and the Guinness Book of

World Records as the oldest recipient of a PhD at age 92 for his thesis on South Australian railways.

The article lists that his other accolades include an Order of the British Empire and being inducted into the Engineers Australia Hall of Fame. He has also authored three books as a 'chronicler par excellence of Australian railways', an effort which has been described as 'celebrating the men and the machinery, the toil and the technology, that opened up a vast and sparsely populated continent'.

The RTSA SA Chapter is also planning to recognise Ron's milestone. We mightn't be able to compete with his letter from the Queen, but Chapter members are busy putting together something with a personal touch.

IN other news, concrete re-sleepering is now underway on the Gawler Line tracks, with track removal starting last week. This follows similar work on the Belair Line and an initial part of the Noarlunga Line. This portion is the most challenging undertaken to date in terms of bus-substitution, with a fleet of 46 buses being thrown in to minimise the inconvenience. It is also one of the most critical, accessing the new Dry Creek Railcar Depot from Adelaide.

Daniel Martucci – Chair, RTSA SA Chapter

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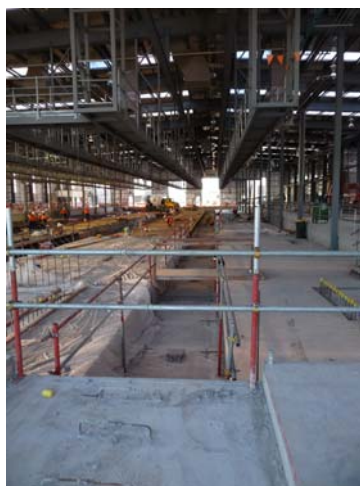
Site Visit – Dry Creek Railcar Depot, 3rd June 2010



Main Facility

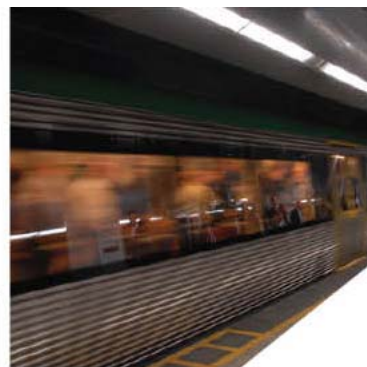


Inside the Main Facility – Pitted Roads and Bogie Turntable



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Internal and Major Clean Platform



Oil Store and 'A' Service Facility



Undercarriage and Roof Wash Facility

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