

NEW SOUTH WALES NEWSLETTER



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

SEPTEMBER 2008

NSW CHAPTER MEETING

Wednesday 24th September

11.30 for 12.00 in the

CENTRAL STATION - CONCOURSE MEETING ROOM

(next to Lost Property, opposite platform 2)

CURRENT DEVELOPMENTS IN RAILWAY STANDARDS

KEVIN TAYLOR

**General Manager, Railway Industry Safety and
Standards Board [RISSB]**



RISSB is responsible for the development and management of rail industry standards, rules and codes of practice, all of which have national application.

RISSB is accredited by Standards Australia as a Standards Development organisation and all new standards commenced by RISSB will be published as standards.

Kevin will take us through the structure and operation of RISSB, and the development of standards – what has been issued, what is being prepared, their format, application of the standards and other issues to do with this important topic.

This presentation will relate in one way or another to just about every professional engaged in or with the rail industry and as such is one of those 'must attend' events for rail people.

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

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WORDS FROM THE CHAIR [Andrew Honan]

The recent CORE conference was again an outstanding success. As an 'institution', the RTSA is a learning society, and the opportunity for members to come together, listen and learn of the developments in urban or freight rail is a bedrock of what the RTSA stands for. The coming together of rail practitioners every two years and the sharing of knowledge develops the individual and strengthens the rail industry. The conference is also an opportunity for members to meet and network with their peers and to tell stories and share experiences. The compendium of papers (and the USB stick) will be a lasting legacy of the presentations, rich in material, and a wonderful source of future reference.

Having so many partners at the conference is also a strong indication of the vocation many families hold to the rail industry.

From all reports the technical tours on the urban rail systems, and the iron ore system up in the north-west were also of high quality and very valuable to members.

We look forward to CORE in Wellington in 2010, which will recognise in a practical way the recently formed RTSA chapter in that country. New Zealand of course has a lot to offer beyond railways and it is expected that there will be a similar response to that seen in Perth – 40% more delegates than ever before.

I was pleased to see so many young people take-up the scholarships to attend CORE in Perth. These scholarships provide an opportunity to newer entrants to start their journey in rail, to aspire to technical excellence and to be a champion for rail. On behalf of the RTSA National Executive, I particularly wanted to thank the companies that contributed to travel costs for these young engineers. Joining an industry with, at times, specialised practices and embedded knowledge can be daunting to new entrants. But the industry also has a deep history that was an enabler of the industrial revolution and settlement of NSW, as well as a rich folklore of the personalities in early NSW life. Young people entering the rail industry know the intrinsic value of rail and can be confident of the contribution they and rail industry will provide for the welfare of community.

There can be no doubt that rail will again feature strongly in the future of Australia's cities. The irony is that unlike the narrative of the industrial revolution or expansion of settlement, this new narrative will all be about ecological sustainable development in a new carbon constrained economy. Rail will be called upon to live up to its expectations that it can offer in transit orientated development and inter-modal freight logistics.

COMING EVENTS: METROS – FUTURE RAIL FOR SYDNEY

is the title for a one day symposium being organised by the RTSA NSW Chapter for **Wednesday November 12th** at the **Old Customs House (Circular Quay)**.

Bookings for this landmark event are now open to members, and will open for the general public next week. We had several bookings before the date set with the booking agent, which hopefully augurs well for a full house. Members who are interested in coming to this event is encouraged to book now to secure a place, there is a risk of missing out otherwise. Bookings can be made by:-

- **Internet** through the web sites at www.rtsa.com.au or www.cityrecitalhall.com/ then following links
- By **phone** on +61(2) 8256 222 [NOTE: This number was wrongly shown in past Newsletters and the flyer due to what could be called a glitch – this one is right (we think!)]
- By **faxing** the completed appended form to +61(2) 9233 6652

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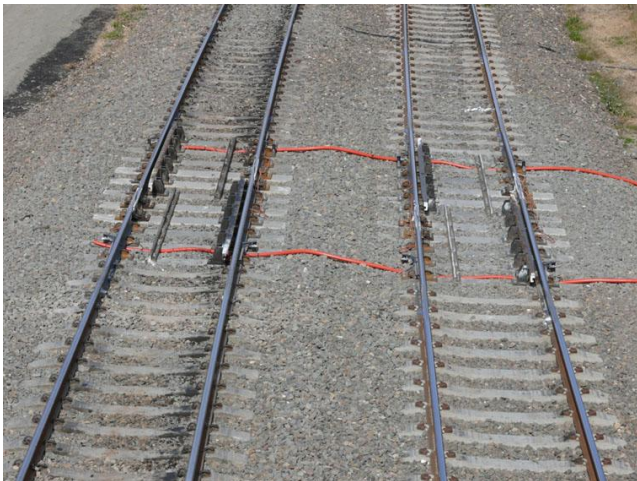
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- By **mail**, forwarding the completed appended form, to City Recital Hall Angel Place, GPO Box 3339, Sydney, NSW 2001.
- **In person** at the Angel Place Booking Office, 2 – 12 Angel Place, Sydney (between George and Pitt Streets, just north of Martin Place).

We have a range of very interesting speakers covering a range of topic and issues. The majority of speakers are from overseas and bring with them new ideas and practices that will be of interest and advantage here.

A brochure has been prepared and was available at CORE as well as selectively around the Sydney area.

PAUSE A MOMENT - WHERE IS IT, AND WHY?



Here is another of our 'where is it' pictures only in this case we want you to also tell us what it is and why it is there.

The people who installed this 'thing' can sit back smugly and wait to see if there are any responses

PAUSE A MOMENT A MONTH AGO - WHERE WAS IT?



The mystery picture last month was taken at Middle Park station on the former St Kilda line in Melbourne which is now part of the number 96 tram route. All the rail artefacts remain including most platforms, station buildings, overhead structures and wiring. The differences, apart from the 'trains' are the change of gauge and removal of signalling. The line is run with articulated and five section tram cars, with a small group of 'leased' cars from Mulhouse in France augmenting these for the next few years. As a result of their bright yellow colour scheme the French cars are known as Bumblebees – the first car in service actually carrying that name.

POINT OF VIEW [Max Michell]

A clipping from an unknown northwest Indiana (USA, Chicago area) newspaper landed on my desk a couple of weeks ago. Journalist Marcus Morton has by-lined a story about the attempted takeover by CN (Canadian National as the rail line used to be) of the Elgin, Joliet and Eastern Railroad – a line owned by US Steel Corp

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that sweeps around the western and southern side of Chicago, bypassing the difficult and congested inner core of that city – congested rails and congested roads. However it does pass through a number of outlying newer suburbs, and in these there has been some quite trenchant opposition.

Chicago is the railroad capital of America as well as being the freight hub of that country. One third of all goods produced in America pass through or around Chicago. The E & JE is an obvious route for rail freight wanting to bypass the city core and CN, whose home base is to the north but which increasingly has interests and business to the south and east, is one of the most important railroads needing to get through Chicago from north to south. So now read what Morton has to say in this slightly cut down copy of his original transcript ---

"CN has a most significant project going. They propose buying the Elgin, Joliet and Eastern Railroad that forms an outer loop through Chicago's Illinois and Indiana suburbs. This acquisition will allow CN to bypass Chicago's most congested rail linkages and numerous congested streets.

"So what do I care?" you say. That's easy. What's good for America usually is good for Indiana, and what's good for Chicago is usually good for Indiana. Yes, all of Indiana.

The EJ&E acquisition will allow CN to move freight through Chicago faster, cutting costs to the railroad and to its customers. Reduced traffic from CN will make other Chicago rail lines more efficient and reduce the congestion at many rail crossing in the Chicago area.

Efficient rail carriers are one of the answers to our nation's energy and environmental problems. Rail lines, working with trucks, generally use less energy, cause fewer accidents and reduce both pollution and congestion far better than shipments by truck alone.

The benefits to Chicago make that city a more attractive place to live and do business. The desirability of living and conducting business in northwest Indiana is strongly related to the drawing power, the economic and cultural magnetism of Chicago. Hence, the second largest tax base in Indiana depends on the success of Chicago.

And, if you didn't know it, the taxes supporting schools in Portland, Winchester, Columbus, Crothersville and Princeton come, in part, from northwest Indiana.

Naturally moving more traffic on the EJ&E line will bring changes in communities along that route. While fewer freight cars will go through Chicago proper, more will pass through Illinois and Indiana suburbs. That is disturbing to folks who live in Munster, Griffith and others along the line.

This is classic economics. A project with benefits to the nation, one with strong appeal to certain commuters and residents, may have undesirable consequences for others. The railroad and the communities will be able to reach some accommodation. But what settlement will compensate the resident who feels that his or her quality of life is being sacrificed for the benefit of unknown others? The local governments and CN will negotiate safer rail crossings and other attempts to mitigate increased freight movement on the EJ&E tracks.

.....
From my reading of the deal, the benefits are great and the disadvantages are few and limited. Sometimes we say that "in a perfect world" we could provide an offsetting benefit for those facing the adverse consequences of a socially beneficial decision. But we cannot live in a perfect world until we have perfect

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data. Until we can quantify the benefits and reallocate them from the winners to the losers, we are restricted to listening to that lonesome whistle blow, knowing it brings joy to many and wakefulness to a few”

What a beautifully concise but pointed commentary on what we frequently label as the NIMBY (Not In My Back Yard) syndrome – the power of a noisy few to corrupt the greater benefits that might accrue to the community (or state, or nation) as a whole. For too long we have allowed ourselves to be swayed by vocal or influential minorities, as much by omission as otherwise. Where were the voices standing up (least of all the rail voices) when the Chatswood – Epping line was coerced to go under the Lane Cove River rather than crossing it in the open air? Where are the rail voices for the Southern Sydney Freight Line now that it is required to contribute a minimum of \$2 million in good works to the adjoining local councils as compensation – for what? Freight trains run now and will continue to run more or less in the same corridor so where is the imposition on these local bodies? Issues directly affected by the new line, which all said and done is basically within an existing rail corridor, are things such as station car parks, footbridges, platforms and the like which are already being dealt with jointly with RailCorp as part of project.

This additional impost is almost the inverse of Marcus’ proposition – it is a tax on the provision of a rail asset that has the ability to generate significant (big picture) national benefits in terms of freight costs, environment, carbon emissions and safety, and even to offset road congestion for motorists. If there is to be a contribution to those who are genuinely disadvantaged (if there are any) by the SSFL then it should come from government since they are the custodians of the benefit stream on behalf of us all. It is not the railway who should be making this contribution and certainly not to local councils in a general splash of what must surely be seen as buy-off. Where is the contribution from road constructors to adjacent local councils when they create their multi-lane highways through virgin territory, or even more pointedly close down or condense surface road capacity that might drain business from privately funded road tunnels and tollways? In these cases it seems that significant local disadvantage is demanded to prop up a venture project – almost the opposite of the treatment of rail.

There seems to be two things going on in all this and it does not have a particularly pleasant smell about it. It could loosely be described as opportunism and it depends on who is influencing the decision makers, and to what extent the decision makers see themselves gaining, as to where the imposts will fall. Rail, having fallen way behind the eight ball in matters of public influence and support, is a sitting duck for the contrary and pernicious pecuniary issues that seem to infect our modern society. Delay in getting through all the legislative and other institutional hurdles these days is penalty enough, let alone being ordered, as a condition of clearing the final hurdle, to cough up additional money as a rather nebulous ‘disadvantage’ payoff. If this were a state decision I would not have been surprised, but in this case it was a federal matter. The state has done its duty in ensuring the SSFL is at least 15 years later than it would have been in a more enlightened country, so maybe the Feds now see a need to make a token gesture of solidarity, a sort of financial ‘raised finger’ gesture, for some reason best known to itself. It certainly is not in support of the greater good or recognition in any honest way of recompense for real disadvantage. In a curious turn of logic the decision to cast rail largesse onto local councils was made by the Environment Minister, a person who presumably should be all in favour of the project and its big picture advantages in this carbon aware period.

It reminds me of an incident when the Melbourne – Adelaide line was about to be standardised and an old geezer in Clapham wrote asking compensation for cracking in his house near the railway. Maybe the rules were different, or maybe South Australia is more of a straight shooter, but the old bloke was well and truly informed that since the line would not be moving from where it was and the trains would be the same, any cracking should be attributed to the soil conditions (which are notorious) rather than anything to do with the railway. Nothing more was heard and it was suspected that his bluff had been called.

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The curly part of this recent decision is that it will not have escaped attention by local councils that they just might have found a new, if somewhat limited, source of income. Best have your Dictionary of Disadvantage in a readily accessible place.

PICTURE POSTCARD WEATHER



During August this year there was an unusually heavy snowfall across the South Island of New Zealand. The alpine spine of the island creates a significant barrier, which in the case of the important Midland Line involves the 8 km Otira tunnel – a quite extraordinary 1920's construction on a continuous 1 in 30 grade.

This line is home to heavy export coal traffic as well as the daily tourist Tranz – Alpine express. This picture is at the western end of the tunnel approaching Otira. Note the road is set for the right hand track which disappears under virgin snow.

EMINENT SPEAKER: ANDREW McCUSKER (Operations Director, MTR Corp)

[Last Meeting as reported by Malcolm Cluett]

Hong Kong MTR

The presentation commenced with pictures showing just how much the skyline of Hong Kong has changed since 1970. Governments and planning bodies are now seeing urban rail transport as the infrastructure backbone of cities. The role of cities will become more important as migration from rural areas to cities continues. Environmental considerations are bringing rail to the forefront of planning priorities.

The Social Responsibility of the MRT are listed as follows:

- Serving the city better
- Serving the city without burden to Taxpayers
- Serving Local Communities
- Serving the economy without burden

The MTR has 9300 employees.

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What the HK MTR has experienced can be helpful to other cities. For example, MTR now has the London Overground franchise, and has worked as a consultant or partner in other places such as New Delhi and in China

Some demographic graphs of HK were presented. These showed surprising growth in private car ownership (considering the population density in Hong Kong). Car ownership is still low (compared with other cities in the Developed World). In Hong Kong, good urban planning ensured that public transport was established early in the development process.

There was an interesting chart that depicted the Cost of Public Transport versus Population Density for various cities around the world. The lesson of Shanghai, China, is that a successful Metro can be established in an already-developed city. Houston, Texas, was ranked as having the highest costs.

The things that make HK's MTR successful are as follows:

- Compact Urban Area
- Suburban network built before development
- Feeder Bus Network
- Low fares – affordable and subsidised
- High Security Levels and Low Crime rate
- Public Transport within 400m of home and workplace
- Discounts for Park and Ride and transfers to other modes
- High Levels of cleanliness
- Helpful staff

NB The MTR faces severe competition from buses.

Graffiti is almost unknown in HK – presently one attack per week.

Revenue comes from two sources:

- Fare Revenue
- Non Fare Revenue – Station Property Management arrangements, advertising and telecoms.

There has been no fare increase for 13 years (though one will occur soon). The policy is to increase fares a little below the CPI.

The MRT was established in 1975. It was originally a Government Enterprise. A partial privatisation occurred in 2000. There was a merger with the Kowloon Canton Railway Company in 2007. Average daily patronage is currently 4.2 million. Some lines run on a 2 minute Headway. Platform Screens have been installed at the busier stations.

The MTR has won the Best Asian Metro award (2008). Management wants to export this success to other cities by means of BOT Ventures, Franchises and Consultancies.

The split of modes are as follows:

- Trams and Ferries 3.3%
- MTR rail network 42%
- GMB Minibuses 15.3%
- KMB Bus lines 27.9%
- Other Bus Lines 11.5%

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Currently the punctuality rating is 99.9%

Management is now seeking to reduce the operating cost per carriage kilometre on the metro. There is ongoing benchmarking with other metro operators.

Reliability is now >3 billion km per 5 minute casualty on the Core Metro lines.

Business Challenges for the MTR are as follows:

- Rising customer expectations
- Pressure from the public and politicians to lower fares
- Rising costs
- Managing ageing assets and obsolescence
- Increasing demands from Regulators
- An antagonistic media.

The life of the railcars has been increased from the initial 25 years to 40 years, and beyond. This is seen as an environmental initiative, for there is no need to consume resources in building replacement cars.

HK will commission the following new railway lines in the near future.

- 2014 South Island Line
- 2014 West Island Line
- 2015 Guangzhou - Shenzhen – Hong Kong express
- 2015 Kwun Tong Line extension
- 2019 Shatin Central Line

So it will be a busy decade for the MTR. There will be a big jump in expenditure. An important concern of MTR management is Community Consultation. This is done for all new lines, even at the concept stage.

The Integrated Railway + Property Development model.

New railways in HK are associated with high-density development around the railway stations.

Sometimes the MTR shares some of the development risk. Property Values go up with the new railway, and this is captured by the MTR and passed on to the Government. The developments above MTR stations are typically 40 – 115 floors. Residents value the convenience of a planned community with all facilities (such as schools, childcare, etc) within walking distance of residential zones and workplaces, all connected by public transport. The MTR Corporation is a mediator in the Urban Development process.

For example, the land over a new metro depot was released, and 900 flats were sold on the one day. Some of the development sites are so large that they need multiple developers.

Of interest to Sydney planners is the provision in Hong Kong to allow transport modes to be upgraded in the future, for example from bus to light rail, then from Light Rail to Heavy Rail, etc. This is an example of long-term planning.

The MTR is presently bidding for the Stockholm Metro (Sweden) and is interested in Melbourne opportunities too. It has the target of one O&M Rail Franchise per year in Europe or Australia, and one PPP or BOT Rail Project every 2 years in China.

Question – can another supplier come along and built a new railway in HK in opposition to the MRT ?

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Answer – Yes they can but there are extensive barriers to entry in terms of costs.

Question – Maintenance Shutdowns ?

Answer – All maintenance work is done at night. About 10% of the track is renewed per annum. An example was given of a major junction rebuilt with a closedown from late Saturday night to early Monday morning. This was the longest shutdown the speaker could remember.

Question – about the Octopus Cards and integrated ticketing ?

Answer – the Octopus stored-value cards are very well-established in Hong Kong, and are widely used for other services not related to the railway (such as schools, etc).

Question – an audience member commented that the MTR promotes individual services, rather than an integrated network. The speaker agreed that this was a valid comment, and the benefits of an integrated ticket could be better promoted. Tourists value the convenience of a single ticket, available right from the airport.

Andrew Honan thanked the speaker for a very interesting and comprehensive presentation.

GRANVILLE TO WESTMEAD QUAD – PART 2: [Tony Woodland]

Following the quadruplication, completed in 1986, two other marginal matters are also noted.

Firstly, the Public Transport Commission later the State Rail Authority, looked at changing the naming of the four tracks from the points near Westmead to better reflect their use. They had been named since the 1950's quadruplication from Westmead to Blacktown in the following manner from North to South

Up Main / Up Suburban / Down Suburban / Down Main.

In actual fact the through trains use the Up and Down Suburbans most of the time and the stopping trains the "Mains". This parallel running only occurred here and on the Main North between Eastwood and Epping in 1980 and more recently on the East Hills line between Turrella and Kingsgrove (and presumably on to Revesby in the fullness of time).

Building along and over the Parramatta Station

The other matter was that the Governments during the 1970's and early 1980's were always on the lookout to raise revenue from developments. There had been a calling of 'expressions of interest' for interested developers to put up plans for the building over of certain major stations, following the large shopping centre built over Hurstville at an earlier time. The stations mentioned separately were Redfern, Sydney Yard and Parramatta and later Hornsby.

The proposal reached the drawing stage for Parramatta and included building over the former goods Yard which was later converted to a bus station with quadruplication. The plan envisaged it would have had blocks of 'high rise' office and residential built. This was not proceeded with as a result of submissions made to the SRA by the National Trust and the Heritage Council and the making of an Interim Conservation Order over the station area by the then Minister for Planning and Environment. The report is now in the archives. If it had been proceeded with Parramatta station area would have been similar to North Sydney or St. Leonards.

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The stage was now set for the next big change. It would come with the decision to finally go ahead with the connection of the Western Lines with the "old South" lines between Harris Park and Merrylands by way of a double track. This was later known as the Harris Park to Merrylands Rail Link or "Y" link..

When this was proposed by the Whitlam Labour Government and more specifically by the Member for Reid Tom Uren, the cost in 1972 dollars was \$1.25m. By the time it was completed and opened in 1996 it cost \$50 m approximately.

After a period of discussions, promises and objections the matter was finally examined in the full EIS (Environmental Impact Statement) dated June 1993. The major works to be completed were to be:-



Parramatta Park – dive under construction

1. A new bridge over A'Becketts Creek on the down side of the existing four tracks.
2. A bridge over Parramatta Road.
3. The Up Old South line would be relocated onto the existing Up Relief from Merrylands and fly over the Up and Down Y Link lines and return to grade at Granville Signal Box.
4. At the same time a new Concourse would be built at Parramatta Station at the Sydney or up end under the four tracks and platforms to allow a doubling of the ingress and egress of passengers. It was forecast up to 8000 patrons a day would use the Y Link to give access to and from the Liverpool area.



Granville Junct during track amplification

The lines would commence after the Raymond St/Cambridge St under-bridge at Harris Park at grade, cross the creek and at a grade of about 1 in 47, cross Parramatta Road then come down to go under the the Up Old South fly over and for a short time parallel the Down Old South then merge at grade before Merrylands with the Old South Lines. Signalling and turnouts would be controlled from a new section of Granville Signal Box, which would have a west facing addition with a similar brick facing to the existing Box and the Diagrams, signallers and control panels would be relocated. A complete new Mimic board and diagram was to be constructed. Interestingly the Westmead control panel would

remain as a separate board and retain the double side facility mentioned earlier.

The existing up relief line was left in part at the Merrylands end with enough left to shunt the two Flour Mills then in operation. Since then the Mill nearest Merrylands has been demolished and with the former Merrylands Goods Yard has been converted to a bus and commuter station with all day car-parking

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underground. The down Old South was given bi-directional signalling to allow an alternate route between Granville and Merrylands in emergency.

An Environmental Impact Statement of some 300 odd pages was prepared by Maunsell Pty Ltd for CityRail in June 1993. On the front cover the rationale for the link was shown as:- *“Instead of changing trains at Granville, you’ll be able to sit tight. One train will take you from Liverpool to Parramatta, or from Blacktown to Campbelltown for that matter!”*

The Executive Summary of the same report states on page 1 the benefits, alternatives future demand of the scheme and says that it is economically justified. (Nos1-7)

1. Construction of the Y-Link would increase the flexibility of the Metropolitan Rail Network and cater for an existing and future demand for rail travel between Sydney’s south western region and north west sector. The Y-Link would reduce delays to passengers presently changing trains at Granville to travel between the Main Western Line and the South Line.
2. Alternatives to the construction of the Y-Link were reviewed. None of these alternatives were as successful



Opening of the Y Link (Cumberland Line)

- in meeting the objectives for transport improvement which are the subject of the Y-Link proposal.
3. Current demand for rail passenger travel between the southern and western region, as measured by passengers changing trains at Granville station is about 8000 journeys per day. This demand will grow as South Western Sydney expands.
4. Landscaping opportunities would be exploited in conjunction with the Y-Link construction. A landscaped corridor is proposed to provide visual softening of the Y-Link embankment when viewed by residents and passengers.
5. Noise barriers would be erected where the rail tracks are being located closer to residential areas.

6. Biophysical effects of the Y-Link are limited. No endangered or important fauna or flora species are affected by the proposal. Surface water runoff during construction would be controlled to avoid sediment pollution of waterways within the study area.

7. The benefits of the Y-Link have been assessed using a traditional cost-benefit analysis and the evaluation indicated that the project is economically justified.

As an aside the train service was virtually discontinued in the 2005 revision of the Metropolitan Timetable except for a few peak hour services on weekdays.

In addition to the Report the consultants prepared a brochure for distribution in the Parramatta and Holroyd Council areas with the headline **“Take a short-cut.”** Included with this brochure was an artist’s impression of the route and a diagram of the affected areas. ‘To want to know more’, it advised people seeking further information to look at the EIS at the Council Libraries or contact the Department of Planning or CityRail and comments , suggestions or objections could be lodged with Holroyd City Council or CitRail.

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Then Pages 5.1, 5.2 and 5.3 report on the Design Standards and Engineering details that would be of interest to readers. The Design Objectives read as follows:-

“Design of the Y-Link proposal attempts to provide a route which would permit increases in operational efficiency while minimising the impact on the local environment. Alternatives to the Proposal (are discussed elsewhere). Several of these alternatives are not excluded by the proposal. However, the most direct connection between the Southern and Western Lines is the Y-Link as proposed. The following matters influenced the concept design included in the EIS.”

Then follows these headings:-

1. Constraints on the Rail Alignment.
2. Design Standards.
3. Anticipated Rail Link Services.

During the excavation for the Fly-over for the Up Old Main South, remains of the original Parramatta Station from 1855 were uncovered.

The ARHS Bulletin for January 1995 has a short article on Page 2. and further information on this is in ARHS Bulletin April 1995, pages 94ff.

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, or 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.

MEETINGS

Future meetings are listed in the table toward the back of this Newsletter. Meetings are normally on the 1st Wednesday of the month at 11.30 for 12.00 in the large meeting room off the main concourse of Sydney Central (Steam) Station. The venue can be found in the North West corner of the main concourse opposite platform 2, next to the Lost Property Office.

CHANGED MEETING DATE: Our October meeting has been advanced a week to fit the presenter's availability – the meeting will now be held on **Wed September 24th** at our usual Central Station meeting place. The speaker will be Kevin Taylor from RISSB, as advertised on the front page of this Newsletter

AN ONGOING APPEAL

There are a multitude of activities and developments happening within our industry, again highlighted by both the editorial and last meeting report this month. Issues ranging from the high level (policy and the like) through major construction and acquisition to relatively minor matters that often go completely unrecognised and unreported are all part of our industry and in most cases are only known in detail by relatively few of us.

We are always on the lookout for interesting and varied topics for meetings later in the year and beyond. Basil has done a great job in getting an interesting and varied program up over the last 12 months, but he

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would welcome any, all or more bright ideas from members. So if you have a pet topic, or are overcome with curiosity about something of interest in the rail domain, then contact Basil at basil.hancock@railcorp.nsw.gov.au and let him know your thoughts.

COMING NSW MEETINGS: (black indicates confirmed, red indicates tentative)

DATE	SPEAKER	TOPIC	LOCATION	TIME
Wednesday 24 September 2008	Kevin Taylor Rail Industry Safety & Standards Board	Railway Standards Development	Central Station Concourse Meeting Room	11.30 for 12.00
Wednesday 5 November 2008	Graham Haywood United Group Rail	Pacific National Class 92 Diesel Electric locomotives and the ARG derivatives	Central Station Concourse Meeting Room	11.30 for 12.00
Wednesday 12 November 2008	Various	Symposium – Metros - Future Rail for Sydney	Old Customs House, Circular Quay	ALL DAY
Wednesday 3 December 2008	Speaker from the NSW Office of Rail Heritage	Sustainable Rail Heritage Management Strategy	Central Station Concourse Meeting Room	11.30 for 12.00

The draft program for early 2009 will be included in the next Newsletter – there are some very interesting topics in the pipeline, but of course if you have something you would dearly like to see or hear about (or share with members) then by all means contact Basil Hancock and let him know.

It is anticipated that we will continue with lunch time meetings at Central for the majority of our 2009 gatherings.

NEW SOUTH WALES NEWSLETTER



ENGINEERS
AUSTRALIA

RTSA

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

SEPTEMBER 2008

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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 some of whom have stories, events or developments of interest that could make an interesting item for our NSW Newsletter.

Contact details are –

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For all other matters relating to RTSA Sydney Chapter contact Andrew Honan (Chair) or Bill Laidlaw (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.

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If you receive this Newsletter by post but would prefer to get it by e-mail (quicker and more reliable) then please let the Canberra know (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. There are occasions when email members are able to be advised of events or changes at very short notice which cannot get to mail members in time to be of any use.

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