

# RTSA NSW Chapter Newsletter

FEBRUARY 2010 Edition



## NEXT MEETING

**WEDNESDAY 3<sup>rd</sup> MARCH at 11.30 for 12.00**  
LINDSAY DAY of INTERFLEET will present on the topic of  
**ECP BRAKES – A 21<sup>st</sup> CENTURY BREAK OF GAUGE?**



ECP braking is a long established technology that is almost universally used on modern multiple unit passenger trains. What is new is the use of ECP braking on freight trains. Initial use, in Australia, South Africa and USA, has been on commodity block trains that rarely are pulled apart or remarshalled, in which service they generate considerable gains in braking response times, braking distances, speeds that trains can be permitted to operate at, and ultimately track capacity.

However, as with all new technology, there is a risk that different ECP systems will be adopted by pioneering users which could lead to a new 'break of gauge' at some future date. Lindsay Day, well known Electrical Engineer and Engineering Manager with Interfleet will talk about ECP and how we might avoid this situation.

**CENTRAL STATION MEETING ROOM – opposite Platform 2 beside Lost Property**

Meeting from 11.30, with a midday start for the presentation. Normal finish by 13.00

The usual light lunch and refreshments will be available prior to the technical talk.

The Railway Technical Society of Australasia (RTSA) – NSW Chapter  
Engineers Australia  
11 National Circuit, Barton ACT 2600  
Tel: 02 6270 6569, Fax: 02 6273 2358  
Email: [nsw@rtsa.com.au](mailto:nsw@rtsa.com.au) Web: [www.rtsa.com.au](http://www.rtsa.com.au)



# RTSA NSW Chapter Newsletter

FEBRUARY 2010 Edition



## WORDS FROM THE CHAIR

The NSW Chapter kicked-off its 2010 program with the February meeting at Central Station where 40 members and guests were present to learn about the price of carbon and the fog of legislation surrounding it. This topic is very timely, especially given the current discussions about reduction of pollution and CO2 emissions, and rail as viable alternative to the car, truck and plane.

John Wayland's talk was thought provoking and he presented in a way that he was able to share his knowledge and also stir some passion amongst the members. We certainly were delighted with the relevance of the subject matter and the challenges that we all face with coming to grips with the topic.

As it is the New Year, lots of people will be looking for new beginnings, something new and exciting to do and there are some initiatives going that may be of interest. And if it's anything like 2009, I am sure it will rush by and before we know it, it will be Christmas again!

In this Newsletter you will find some information on upcoming Study Tours, for example the Lightrail & Monorail Inspection this month and the 2-day Hunter Valley Tour planned for March.

We are also pleased to be hosting a "Meet the Railway People Expo". After the great success of the inaugural Expo in Melbourne last year, we are having our own Career Expo on the 24<sup>th</sup> July at the Powerhouse

Museum, organised by Candice Ng and Silvia Fedakova. Further details including registrations details will follow in the next few months, once the program and speakers have been confirmed.

The RTAA Field Day is fast approaching and the line up of exhibitors is very impressive, promising an excellent opportunity for all of us. The latest Flyer is attached for your information and to pass onto anyone you think maybe interested in coming along.

### **New Members**

I would like to say welcome to our new member Kaan Gecer who also was one of the successful students in our RTSATube2009 video competition.

### **Happy Birthday**

Best wishes from the Chapter to those who celebrate their birthdays in January and February. Happy Birthday particularly to David William having his 30<sup>th</sup> birthday and to our Committee Member Malcom Cluett celebrating his 50<sup>th</sup> birthday.

For those who don't know him, Malcolm is our meeting reporter and does an excellent job in recording the facts of sometimes thorny topics and translating them into reports for our newsletters. I know I speak for all the Committee in expressing our deep appreciation for your efforts and contributions to the RTSA. Thank you, Malcolm and all the best.

Katharina Gerstmann  
Chair – NSW Chapter

# RTSA NSW Chapter Newsletter

FEBRUARY 2010 Edition



## SOCIAL NETWORKING

Join the RTSA on Facebook, Twitter, and YouTube. There are many ways to connect with the RTSA on your favourite social networking sites. Keep up with the latest events and see what's happening in the Industry.

Join the Young Railway Engineers on Facebook or Follow us on Twitter - Catch up on the latest news from the Railway Industry, find out about events, and let us know what you're up to.



[http://www.twitter.com/RTSA\\_info](http://www.twitter.com/RTSA_info)

<http://www.facebook.com/group.php?gid=33958848626>

Tune in on YouTube - Watch conference highlights, interviews and other informational videos produced by RTSA. And join and upload your own railway videos onto our RTSATube Group.



<http://www.youtube.com/RTSATube>

## PROGRAM PLANNING OFFICER

The RTSA recently approved the appointment of a Program Planning Officer to work on a paid part time basis. The position would carry out duties to assist the Executive, including Chapters in each state & NZ, to progress the various initiatives that are underway and proposed.

A full job description has been created but the essential duties include:

- monitoring the progress of each of the initiatives and developing a system to carry out the monitoring,
- setting up a project structure for each project,
- reminding the "champions" of each project what needs to be done and when, and
- helping in the organisation of events and other activities
- reporting to the Executive and taking directions from the Executive

The right candidate will have project or program management experience and excellent communication skills and generally have a "highly organised" approach.

Expressions of Interest are sought from persons you may know who might suit the task. The person does not need to be a member of RTSA but may have had some experience in the rail industry either in technical or administrative roles.

Please respond to Martin Baggott, Executive Chair, ([chair@rtsa.com.au](mailto:chair@rtsa.com.au)) with a name and a brief description of the candidates' known attributes. If full details are not known we can follow up with them. It is essential that the candidates agree to you putting their name forward.

# RTSA NSW Chapter Newsletter

FEBRUARY 2010 Edition



## LAST MEETING (reporter: Malcolm Cluett)

### RTSA Meeting 3 February 2010 The Fog of Emission Legislation

John Wayland (CEO, *Carbon Managers & Lovell Springs*) and Helen Weston (GM *Carbon Managers*)

The organisation *Carbon Managers* is a consultancy, which has a website at:

[www.carbonmanagers.com.au](http://www.carbonmanagers.com.au)

Most people would be aware that big changes are afoot in the carbon trading market. The recent Copenhagen conference on Global emissions is in fact the fifteenth such meeting to discuss global emissions. Officially the meeting was known at the Conference of Parties No 15.

The future inevitable increases in the price of carbon will affect all aspect of life. There will also be more stringent international controls on SO<sub>x</sub>, NO<sub>x</sub>, particulates and other airborne pollutants.

John's speech outlined the numerous items of legislation (and regulations) which have occurred in Australia. This is both at a Federal and State level. In addition, the policies of the two main parties in Canberra were outlined. Because things are changing so rapidly, one must look at nightly news bulletins to keep up to date. Politicians will be reluctant to reduce

economic growth by introducing high emission taxes.

The complexities of such legislation cannot be outlined here. For example, the Garnaut report is 1400pp long. Legislation (not including regulations) is an even larger document.

Comparable legislation is being prepared in other countries, of a similar level of complexity.

Different jurisdictions will want to look after their own interests.

The implications for a high carbon tax, which is a significant part of the total cost of a commodity such as coal, was outlined. The export of coal from Australia would be significantly curbed. The figure of \$A40/tonne was mentioned.

Two recurring themes that emerge at Railway Technical Society meetings are the need to increase capacity of the export-oriented coal-haulage railways in NSW and Queensland, and also the future introduction of High Speed Rail. The former would be adversely affected by high carbon taxes, and the latter, with the inherently higher energy consumption, might also be wound back.

# RTSA NSW Chapter Newsletter

FEBRUARY 2010 Edition



There will be some technical developments (for example, in locomotive design) that will reduce fuel consumption. For example, the ability to take certain cylinders off-line in petrol cars and diesel locomotives at part-load. For road haulage, larger aerodynamic fairings also have the potential to reduce fuel consumption. Road coaches are not particularly streamlined at present. However future improvements in transport fuel consumption will always be at the margin, and the easy reductions in fuel consumption have already been made.

The future viability of power generation from the lignite deposits in Victoria will be questionable. As higher carbon taxes are implemented, solar and wind energy will

become more competitive. To be more specific, renewable energy depends on the extent of depreciation allowances, trading certificates, and other measures.

There may be opportunities for entrepreneurs to make money out of emissions trading.

The emotional nature of the topic was revealed in one of the questions from the floor. There are a small number of scientists who deny the link between human activity and climate change. However, the consensus is that something needs to be done. Just how it will affect the world's economy remains to be seen. The legislative and tax initiatives to curb global warming, in both developing and developed countries, are also evolving at this point of time.

## LETTERS TO THE EDITOR

Alex Stoney writes:

The Sydney "Sun-Herald's" report of January 10<sup>th</sup>, 2010, under the headline "40,000 new truck trips on fatal route." made me wonder – where was the Railway industry?

When the State Government made its "\$170 million dollar decision to transfer car imports from White Bay - - to Port Kembla - - " (which became operational in October 2007) there was talk of transporting these import cars into Sydney by rail. What became of this part of this project? As usual, the Railway industry seems to have "sat on its

hands" as effectively as the State Government has done.

It was never to be expected that RailCorp would provide capacity for this. With Government backing they will insist their curfew legislation does not allow for trains to carry freight. There is no more justification for the idea that freight should be carried only at night, than for carrying commuters only at night. In both cases, if the traffic is not carried when it needs to be, then it is lost to

# RTSA NSW Chapter Newsletter

FEBRUARY 2010 Edition



competitors, despite the competitor's facilities being inadequate (as is now the case).

No tracks appear to have been provided for this traffic. The suggestion that it could travel by the "Dombarton to Maldon freight line" is typical of "pie in the sky" Government. This railway does not exist, and even if a decision is made to build it then it won't be ready for another decade. Is this how the Railway Industry should work? Put everything off, in the hope that it will go away? Will we ever get a Transport Minister (Federal or State) who will make a decision?

What Railway company has suitable locomotives for this traffic? There are not many available on the second-hand market.

Who has suitable rolling stock? The car carriers of NSWGR days have probably rusted away (if they were not already scrapped) and their lack of enclosure make them completely unsuitable.

Has any progress been made towards "a facility for unloading vehicles at Enfield" for distribution. Movement on this project has been invisible. Are we all satisfied that "sitting on our hands", while watching the 190 loaded trucks a day roll by, is the way a Railway business should be run? I may be retired, but I still feel that I am part of the Railway Industry, and I feel guilty for not writing this many years ago.

## COMING OUTINGS AND EVENTS

Our **RTSA** is holding an afternoon technical visit to the **Sydney Light Rail and Monorail**.

When – Friday, 26<sup>th</sup> February 2010.

Meet - at Central Station tram stop at 12.45.

Cost – Nil unless you stay for dinner.

Wear – Solid hard soled foot ware (anyone turning up with exposed feet will not be allowed to join the STORE), clothing suitable for an industrial environment and of a quality to show the professional standing of the RTSA and Engineers Australia.

Bring – Water bottle, hat and camera (we will be advised where photographs may be taken).

Join in for a meal at the Fish Markets at the conclusion of the STORE at your own expense (spouses may join in for the dinner, meet at the Fish Markets around 16.30).

How to book – Contact Bill Laidlaw by - Email [billlaid@bigpond.net.au](mailto:billlaid@bigpond.net.au) or Fax to +61 (2) 9477 5041 or phone +61 (409) 602 833

# RTSA NSW Chapter Newsletter

FEBRUARY 2010 Edition



The **RTAA**, in conjunction with RailCorp, are holding their regular **Rail Industry Field Days** at Clyde on 3<sup>rd</sup> and 4<sup>th</sup> March next. The venue is at the RailCorp Up Paddock Sidings, Clyde Yard, accessed from 322 Parramatta Road Clyde and will be open to visitors between 08.00 and 15.00 both days. Entry is free. Free bus transport will be provided between Auburn station and at the venue complimentary food and refreshments will be provided for visitors.

A flyer is in the mail with this Newsletter.

**RTSA** is planning a **two day technical tour of parts of the Hunter Valley**. At this stage there are some apparently complex administrative matters to be settled for before a date can be set and the details sorted out.

The organiser has promised that we will publish all the details as soon as they are confirmed, so you will get plenty of time to set aside the appropriate weekend and make a booking.

The concept is to travel to Broadmeadow by CityRail train and connect there with chartered rail-motors from the Rail Motor Society at Paterson for travel to some of the more interesting places in the lower Hunter coal network. Overnight will be in the Maitland area (unless you live locally) and return on Sunday afternoon will reverse the process of the day before. Due to the vagaries of daily coal program the actual itinerary for this outing will be something of a mystery until very close to the time of departure.

## 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](mailto:max412@gmail.com) for preference.

The editor will be moving to a new domicile in the near future, so please **DO NOT** send contributions to the postal address that previously been published in the RTSA Newsletter. If your contribution has to be mailed then send it to the address shown in the footer of this edition.

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.

# RTSA NSW Chapter Newsletter

FEBRUARY 2010 Edition



## FUTURE MEETINGS

DATE	SPEAKER	TOPIC	LOCATION	TIME
Wednesday 3 March 2010	Lindsay Day Interfleet Technology	Electronically Controlled Braking for Freight Trains	Central Station Concourse Meeting Room	11.30 for 12.00
Wednesday 7 April 2010	Brian Hogan Program Manager, Major External Works RailCorp	Sutherland-Cronulla Duplication	Central Station Concourse Meeting Room	11.30 for 12.00
Wednesday 5 May 2010	Ivan Waterfield Executive Manager, Cardiff Operations, Downer EDI Rail	RailCorp Waratah PPP Trains	Central Station Concourse Meeting Room	11.30 for 12.00
Wednesday 2 June 2010	Rob Stevens Principal OHW Design Engineer Trackwork Services Alliance	Overhead Wiring	Central Station Concourse Meeting Room	11.30 for 12.00

## CONTACT AND SOCIETY DETAILS

Katharina Gerstmann	Chair		<a href="mailto:rtsa-nsw@optusnet.com.au">rtsa-nsw@optusnet.com.au</a>
Andrew Honan	Past Chair		<a href="mailto:ahonan@pacific.net.au">ahonan@pacific.net.au</a>
John Watsford	Secretary	0418 217 105	<a href="mailto:nsw@rtsa.com.au">nsw@rtsa.com.au</a>
Max Michell	Newsletter Editor	02 9331 5662	<a href="mailto:max412@gmail.com">max412@gmail.com</a>
Basil Hancock	Meeting Topics		<a href="mailto:Basil.Hancock@railcorp.nsw.gov.au">Basil.Hancock@railcorp.nsw.gov.au</a>
Andrew Mackay	Treasurer		
Bill Laidlaw	Outing Convenor		<a href="mailto:billlaid@bigpond.net.au">billlaid@bigpond.net.au</a>

This Newsletter is published by the NSW Chapter of RTSA. Opinions do not necessarily reflect those of the Institution, Society, Chapter or Editor.

Items from this Newsletter may be reproduced provided they are appropriately acknowledged to the RTSA NSW Chapter Newsletter