

NorthConnex Submission

11/09/14

From: John R Marcer
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Introduction

I wish to make a submission on this project [REDACTED]

[REDACTED] The principle problem is the sulphur in

[REDACTED] It is impossible to live in Sydney and not use vehicle tunnels some times

so I [REDACTED]

[REDACTED] seldom use tunnels. [REDACTED]

[REDACTED] I never intend to travel

in your tunnel [REDACTED]

[REDACTED]

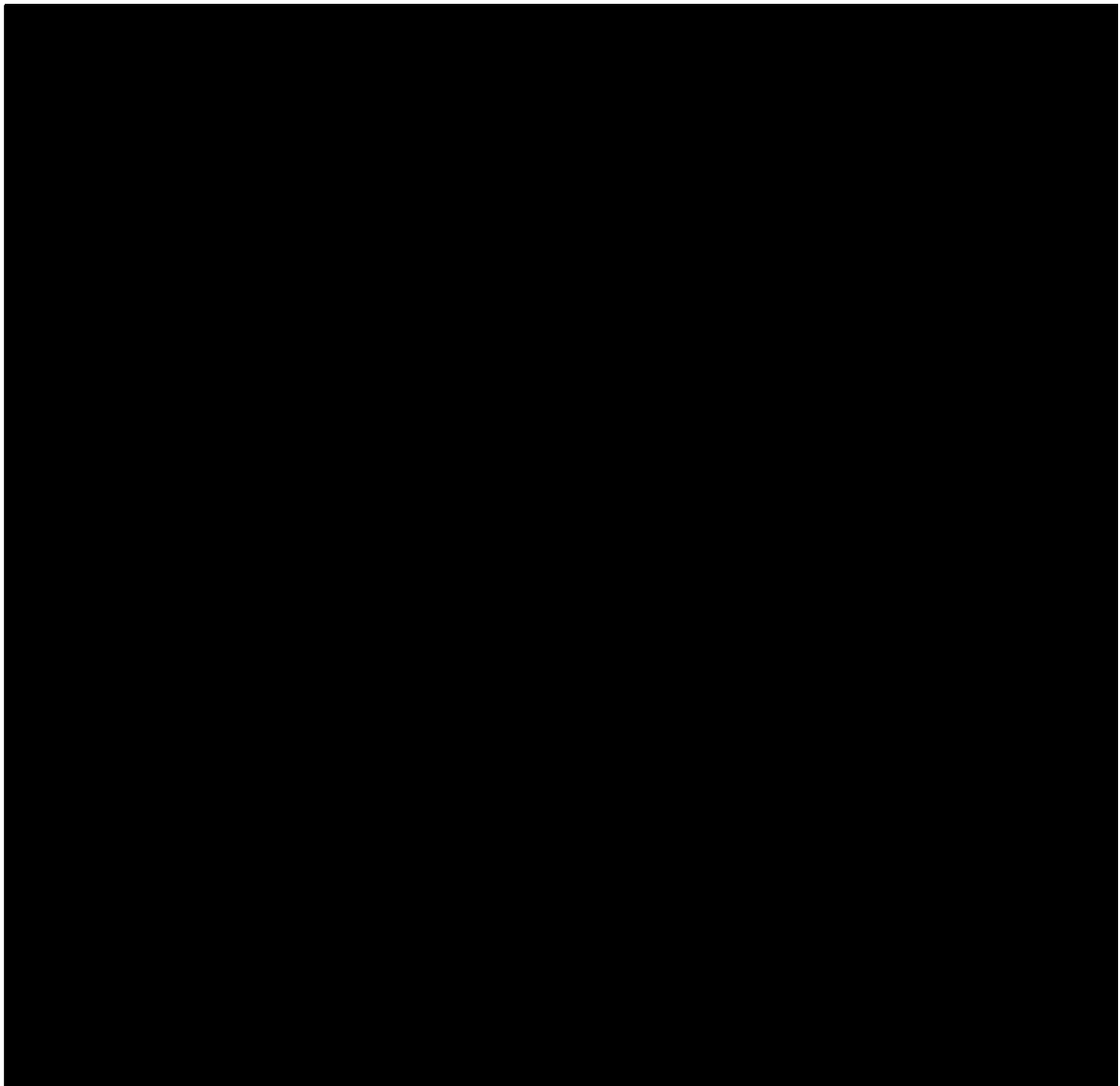
Diesel fumes from railway freight trains ascending the grade from Epping to Pennant Hills [REDACTED]

[REDACTED] when the railways changed from electric traction to diesel traction for freight trains in the mid 1990s [REDACTED]

[REDACTED] The proposed increase in rail freight traffic and the configuration of the third track from Epping to Thornleigh, I estimate will increase diesel fumes in Pennant Hills and Thornleigh up to ten times in ten years. Any other reduction in diesel fumes, such as filtration of the exhaust stacks for NorthConnex will be a help in reducing the overall diesel fume level in Pennant Hills and Thornleigh.

RECOMMENDED AMENDMENTS

1. Fit effective filtration to the exhaust stacks to help reduce the overall diesel fumes in Pennant Hills and Thornleigh which is going to be dreadfully affected by the ETTT modifications in the next ten years or so.
 2. When turning from the M2 to Pennant Hills Road and M1 to Pennant Hills Road make the intersection design so that it is very clear how to avoid the tunnel even if another car cuts you off when making the turn. [REDACTED]
[REDACTED]
 3. I request to be notified when the Victoria Road emergency access has to be used, particularly if a fire occurs in the tunnel, which may generate high volumes of sulphur containing fumes.
 4. I would like consideration of how people with severe intolerance to diesel fumes can be removed from vehicle tunnels during delays and accidents or fire, with appropriate priority. I have looked at this in detail and my specialist (a professor emeritus) recommends against the current regulations.
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I am reproducing below part of my submission on the ETTT which addresses diesel fumes:

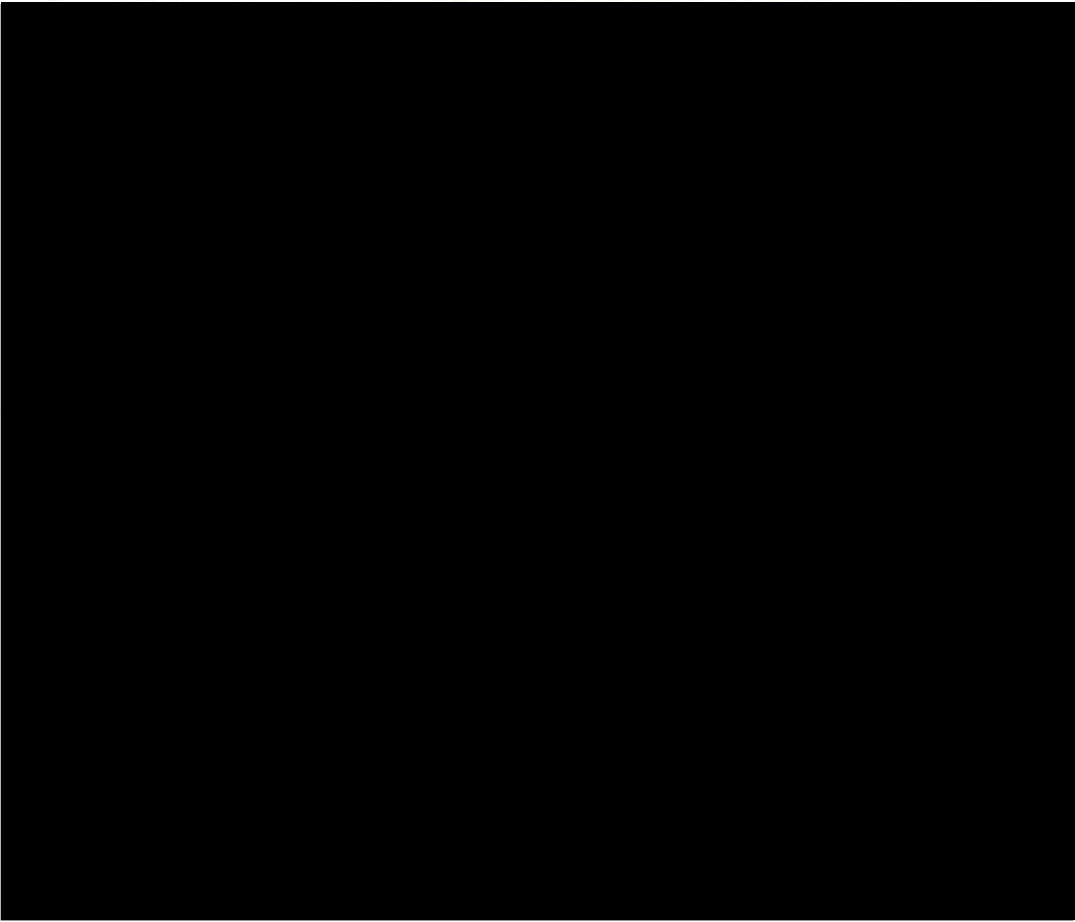
2. Diesel traction instead of electric traction and the resulting pollution causing devastating health effects on some of the residents of Sydney suburbs near the railway

One of the first things NRC did when they took control of the interstate freight tracks was to discontinue the use of electric locomotives for freight trains throughout the CityRail system. The use of electric locos for freight trains began in the early 1950s. On the Cowan bank (Cowan to Hawkesbury River) and over the Blue Mountains, trains were timetabled so that freight trains descending the steep grades would use their regenerative braking to put power back in the overhead wiring system to power trains going up the steep grades at the same time. Diesel electric locos also have regenerative braking but the amount of

power stored is limited by their battery capacity and most is dissipated through resistor banks so electric locos gave a far greater conservation of energy on these long steep grades. From 1976 to 1980, Alan Reiher, as Chief Commissioner of PTC, NSW, was improving engineering aspects of railways and lobbying the Federal Government for funds for railway improvement to all states. His work was so effective that I thought in a few decades we would see electrification from Melbourne to Brisbane.

The change from electric traction to diesel traction by NRC was an engineering disaster when considering conservation of energy, particularly because we are past peak oil, and its devastating effect on the health of the community near the railway. This was an indication of the many poor engineering decisions NRC and ARTC have made since, some of which I have informed the ICAC and the Rail Safety Regulator of. Some of these bad decisions have affected the safety of the traveling public and the surrounding community.

Within the CityRail System, this decision affects the health of more people in the Cheltenham to Thornleigh area than any other area because of the gradient, curvature and population density. The diesel fumes generated cause respiratory problems and act as a depressant and carcinogen. [REDACTED]



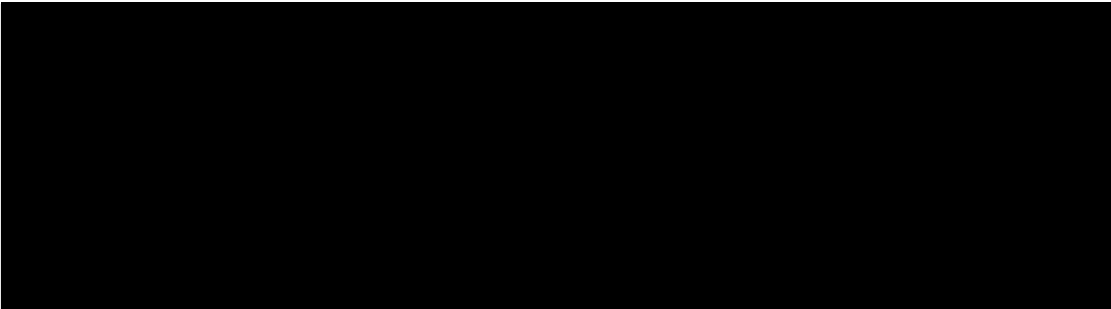
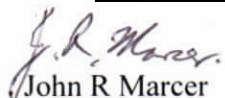
Once the third track is completed many freight trains will have to stop with their locos between Pennant Hills and Thornleigh and the end of the train down the grade towards Beecroft Station. For long heavy trains this will result in about four times the diesel fumes, at Pennant Hills and Thornleigh, when the train starts again, compared to the same train traveling at a constant speed up the grade at present.

The Pennant Hills Station Manager does not get advised when freight trains will run on the DOWN track (up the grade from Epping to Pennant Hills). All other trains, including XPT and all freight trains on the UP track (towards Sydney) are no problem. IT IS ABSOLUTELY ESSENTIAL THAT ALL PEOPLE IN THIS AREA WHO HAVE PROBLEMS WITH DIESEL FUMES [REDACTED] CAN READILY OBTAIN ADVICE OF FREIGHT TRAIN RUNNING SO THAT THEY CAN PUT ON A DOUBLE FILTER RESPIRATOR AT THAT TIME AND FOR THE NEXT HOUR SAY, DEPENDING ON WHERE THEY ARE AND THE WIND DIRECTION AND STRENGTH, OR GO INTO HIGH QUALITY FILTERED AIR CONDITIONING AT THAT TIME. ONCE THE THIRD TRACK IS IN OPERATION IT WILL BE MUCH MORE IMPORTANT TO HAVE THIS INFORMATION, TO PREVENT POTENTIAL FATALITIES, IF THESE TRAINS STOP AND RESTART BEFORE REJOINING THE MAIN LINE AT THORNLEIGH. Even a range of possible times with probabilities of freight trains would be better than the present lack of any information.

It is essential that all preschools, schools and high schools from Cheltenham to Thornleigh be advised of this information so that they can have all children indoors, in high quality filtered air conditioning, at these times.

[REDACTED]

Most people in this area assume that trucks on Pennant Hills Road are the main problem but [REDACTED] NRC changed to diesel traction on the CityRail System. Where we live we are closer to a much longer length of the railway from Cheltenham to Pennant Hills than to Pennant Hills Road through Pennant Hills and Thornleigh. (See attached map -- Distance to stations: Cheltenham 0.77 km, Beecroft 1.43 km, Pennant Hills 1.50 km and Thornleigh 2.0 km. Distance to Pennant Hills Road footbridges: Observatory Park 2.2 km, Railway Street 1.47 km; and Station Street 1.96 km.) Recently when waiting on Pennant Hills station, a very long freight train with five diesel locos ascended the grade from Beecroft. [REDACTED]

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AS 5100 Bridge design, NSW railway representative on 4 subcommittees and later on
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Daily cycle shown with speeds in colour (maximum above 60 km/hr) and longitudinal section of route.

