

Rail Horizons

September 2003



From the Chair

It is now five years since the Railway Technical Society of Australasia was established at the September 1998 Conference on Railway Engineering in Rockhampton. The Society has grown to over 800 members and held two further successful CORE conferences in 2000 and 2002. Associated with these conferences and supported by CORE proceeds is the RTSA's active and growing awards programme, chaired by Mr John Adams.

Since 1998, RTSA Chapters have held over 200 meetings with invited technical speakers and hosted over 10 Study Tours on Railway Engineering (with 3 in 2002-03). RTSA Publications include 'Railway Engineering Competencies' (1998), 'Engineering for Rail Sector Growth' (1999) and 'Rail in the Next Decade - Where to and How?' (2002). 'Planning a new railway: Alice Springs to Darwin' is due soon. Submissions to numerous government inquiries (6 Federal, 4 NSW, 1 Qld and 1 SA) have been made. Most of these may be viewed on the RTSA website rtsa.com.au. Some 10 brochures have been produced, including one with the Rail Track Association of Australia.

The Australasian Railway Association has appointed a new CEO, Bryan Nye, and Bruce Harrison as Deputy CEO and Manager, Government Relations. Philip Laird and I met with them recently and discussed the ARA Strategic Directions and Codes of Practice. The ARA is now located in Engineering House in Canberra and is appointing staff to develop policies and also manage the new rail Codes of Practice through the Code Management Company, CMC. The codes were transferred from the Commonwealth Government to the ARA in July 2003 and it is a goal of the executive to develop the Codes that are relevant and non prescriptive in nature.

As most aspects of the Codes require engineering input, many RTSA members will continue to be involved with the development of the Codes and we assured them that RTSA will continue to maintain our cooperation.

We were sorry to hear of the death of William Charles Wentworth in June. As a Federal MP, Bill Wentworth was a champion of the rail industry. As chairman of a Parliamentary standard gauge committee in the mid 1950s

that laid the foundation of the Indian Pacific rail link, he also was a driving force behind construction of the Albury to Melbourne standard gauge track. As he saw it, standardisation of these lines were 'not only justified but long overdue.' It would be impossible today for rail to win high market shares of interstate freight in and out of Perth without the standard gauge and various rail deviations built during the 1960s. After retiring from Parliament in 1977, Mr Wentworth retained a strong interest in railways and in 1991, made a submission to an Industry Commission inquiry into rail to argue for construction of a direct line between Campbelltown and Mittagong. This proposal was taken further by State Rail and his contribution was recognised in the ARTC 2001 Track Audit, where a proposed new 48km. route between Glenlee and Mittagong was called the Wentworth deviation. Construction of this and other mainline deviations in the Track Audit will improve rail operations and economics when fully implemented.

The Rail CRC has a number projects underway concerning the development of post-graduate studies in track and rollingstock engineering. A number of the RTSA members met with Ken Kwong, the convenor of the group and are assisting with the preparation of the training needs of current and future engineering post graduates and others involved in the rail industry. Funding for a course beginning in 2005 will be sought. This is an exciting project and we are seeking a Project Officer who could work full time for approximately 6 months in developing a curriculum for the rollingstock stream. If you are interested, please speak to the National Committee.

Don't forget AusRailPLUS2003 in Sydney from the 17-19 November with a special RTSA stream on Tuesday 18 November. At the RTAA dinner that evening, we will be presenting our Individual Engineering Award and I look forward to seeing as many members as possible not only on that day, but also for the full conference and exhibition.

An excellent program has already been organised for CORE2004 next June in Darwin which will be the foremost railway industry event for the year. Start planning and booking your transport now!

John Watsford
RTSA National Chair

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The second part of James Black's article on the New Zealand Study Tour has been held over to the next issue of Rail Horizons

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The Railway Technical Society of Australasia

POINT OF VIEW

by Max Michell

Most informed rail industry observers will be aware of the parlous state of the rail system (or to be more accurate rail company) in New Zealand. A once prosperous and creative rail system has been effectively brought to its financial knees, to the extent that a combination of Government 'bail out' and a complete change of ownership are all that it seems will save it

New Zealand Railways were in many ways similar to those of this country – a moderately busy system with quite a few geographical hurdles, in part created for developmental rather than commercial purposes, but with some significant differences. Nineteenth Century New Zealand was fortunate to have had a visionary in Sir Julius Vogel, who melded the erstwhile 'states' into a single

entity and thereby set the basis for national (as compared to colonial) governance of matters of national importance. The result was a single rail system under a single management that was in essence of similar extent and activity to the pre-1992 Victorian Rail network without the high density commuter services.

The rush to pursue Thatcherite policies of economic rationalism saw NZ among the first to sell off what up until then had been a wholly government owned enterprise. The sale included above and below rail assets (not that such terms were recognised at the time), with the successful consortium including US based Wisconsin Central headed by the redoubtable Ed Burkhardt - along with a couple of forgettable financial houses. They branded themselves Tranzrail, a nice play on the NZ and rail theme.

Ed was above all else an entrepreneur – a believer who had a good grasp of the basics of railroading and who was aggressively in the market place trying to grow the share of traffic on rail as a matter of survival. He was the American rail equivalent of Richard Branson – charismatic, positive, always doing the unexpected while building a loyal following among the employees and just as importantly customers.

A palace revolt at Wisconsin Central, supposedly lead by the 'shareholders' (who after all were only in it for quick profits!!) resulted in Ed being pushed from the Company, as it happened not long before it was sold out to Canadian National.

With the influence of its driving force removed Tranzrail was left in the hands of the bean counters - those numerically skilled but unimaginative souls who believe that the world begins and ends with simple quick profits at the bottom of a simple accounting document. Not for them are such esoteric issues as 'the long term', nor would they recognise such entities as customers, community and employees as having similar 'rights' to the god-like shareholders. They may produce the results in the immediate future, but with the long term outcome in marginal industries (which rail is in this part of the world) of a run-down of the organisation to the point where it can no longer be sustainable.

This in a nutshell is what has happened in NZ. The once strong and viable Tranzrail has had to be bailed out by the NZ Government (by re-acquiring the track, and committing a large sum to rehabilitation) while the above rail bones, now relatively stripped of its asset base, are the subject to a sale by takeover (Tranzrail is a listed company unlike the privatised rail companies in Australia). It may well be that track ownership needs to remain in public hands (as is again the case in NZ and may well soon be the case in Victoria), but that in no way changes the basic

premise that a new managerial style is needed if rail is to survive

The message from the NZ debacle is to be very wary of the dour, cold self-serving bean counters getting control of your railway or in fact any railway. Executives with no imagination are not the people to carry marginal rail companies through to a survivable long term future. It needs people with imagination, flair, entrepreneurship and a dash of risk taking to take rail forward. People obsessed with short term bottom lines and shareholders can only repeat the lessons of history, the most recent and relevant of which stares at us across the Tasman. In the words of the day 'be aware and be afraid'.

Government Relations Committee

As noted by John Watsford in his report, a meeting was held with Bryan Nye and Bruce Harrison of ARA in July. We are due to meet again in November.

NSW Infrastructure Report Card

John Watsford and I also were able to attend the official launch of the NSW Infrastructure Report Card by the Sydney Division of Engineers Australia. Rail was given a D rating with the comment:

While there have been a number of recent initiatives which are reforming rail management and increasing investment, the future of NSW rail remains uncertain. Inadequate funding and capacity problems of the Metropolitan Network are major issues.

The delay in resolution of the ARTC proposal and the consequential delay in improving the Sydney-Melbourne interstate line is of concern. The provision of public transport infrastructure to service NSW's growth areas remains unresolved.

As noted by the media, the D rating shows room for improvement (eg Australian Financial Review, 5 August, 'NSW rail found to be inadequate' and the AFR Editorial, 8 August, 'Rail and other roads to ruin', see below). As well, at the launch, the point was made about present generations living off the work of earlier generations.

Recent Submissions

- **2004/05 to 2006/07 Strategic plan for the National Transport Commission**

RTSA was invited to comment - in brief, we welcome their interest in rail development and road pricing.

- **House of Representatives Economics, Finance and Public Administration Committee**

Re cost shifting to local government. The supplementary submission draws attention to the extra road system costs that occur when rural branch lines

are closed, also cites 'The Land' for 19 June with the comment 'Making sense of rail freight' (page 7) "*On no account should these lines be closed. The fact that maintenance has been neglected is no reason to declare them 'uneconomic'. Simply, they must be brought up to standard.*"

- **The NSW Ministerial Inquiry into Public Transport Funding** (see summary below: our submission along with 93 other "select" submissions is on the web site:

<http://www.transport.nsw.gov.au/ministerial-inquiry/submissions-major.html>

The current inquiry follows a NSW Independent Pricing and Regulatory Tribunal inquiry which determined that NSW CityRail fares were to rise 5 per cent on 1 September 2003.

- **SA Department of Transport Draft Strategic Plan**

RTSA lodged two supporting submissions - one from the SA Chapter, and the other on behalf of the Committee.

Need for Basic Investment

Letters along the following lines have been sent to both the PM Mr Howard and DPM Mr Anderson. Whilst the Federal Government is to be commended for its support for completion of the Alice Springs - Darwin railway, and the work of ARTC in South Australia and Victoria, the mainline interstate track within NSW is in need of urgent attention with a need to expedite basic investment works, whether or not the inland route proceeds. The Society seeks an intergovernmental agreement that will encompass advanced planning for track straightening along with the necessary 'patch up' work. RTSA also considers that the Commonwealth should commit more funds to a package that will allow not only the 'patch up' to quickly proceed, but also a major advance that will allow rail to move more freight between Australia's three largest cities.

Issues in Victoria

Letters have also been sent to Victorian Minister for Transport the Hon Peter Batchelor, MP re: gauge standardisation; support for retaining most of Kyneton to Bendigo as double track, support for tolling on the proposed new Scoresby urban highway (consistent with our submission to AusLink re the uses of congestion tolling); and the need to keep grain lines open. This is pending a full study of grain transport and logistics economics to see what is the most suitable future network that takes full account of both financial and economic costs, including roads and all externalities.

Philip Laird,
Government Relations Committee

Public Transport Funding in NSW

The following is a summary of the RTSA submission to the NSW Ministerial Inquiry into Public Transport Funding

Sydney is Australia's largest city and is growing rapidly. The CityRail network carried 276.4 million passenger journeys in 2001-02. The NSW Government currently accounts for most of its running costs, but the network is long overdue for infrastructure upgrades. It is suggested that additional funding could partly be acquired through increased fares, which currently account for only 24% of the \$1.5 billion annual costs of the City Rail network. The NSW government has identified the need to upgrade tracks and signal systems, and to build new rail lines, but the work is continually deferred due to funding problems. Extensive upgrading of the rail system is necessary not only to cater for growth, but also to attract new patronage with a view to reducing high road vehicle external costs. Improved road pricing is another funding option which would also aid rail in becoming a more competitive mode of transport.

Trains have the potential to carry many more passengers and to reduce road congestion, as well as environmental and accident costs. Rail accident costs are significantly lower than those of road. It is a good question whether rail safety could be further enhanced if funding were available to implement Automatic Train Protection (ATP) systems such as those used in Queensland.

In 2002, State Rail did request, and was granted, a 2 per cent increase in fares. It is submitted that City Rail should be making a stronger case for more revenue, and this case should give full consideration to transport external costs. Fare increases should be aligned with urban planning to encourage inner-city as well as regional development, while reducing the incentive for sprawling suburbs.

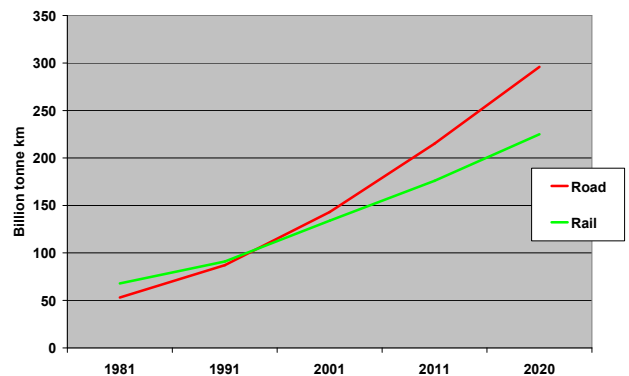
The Federal Government does little to support public transport and this leads to distortion in travel choice. Its AusLink proposals are commendable, but glaring



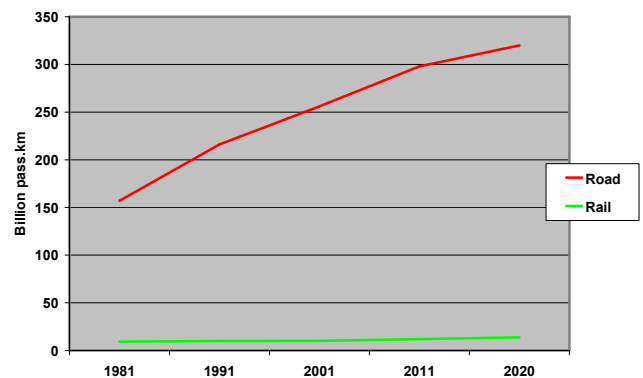
omissions, such as the lack of funds for urban public transport and mainline track straightening near Sydney, demonstrate the lack of understanding of the seriousness of transport issues in the Sydney Greater Metropolitan Region. This region is now home to about 25 per cent of Australia's population. It has been estimated that \$20 billion over the next decade will need to be injected into rail to undo decades of neglect to improve Sydney's transport and hence its international competitiveness and quality of life.

Rail in the Next Decade

During the 1990s, the rail freight task increased from 96 billion tonne kilometres (btkm) in 1990-91 to 134 btkm in 2000-01 - an increase of some 40 %. However, recent Bureau of Transport and Regional Economics (BTRE) data and forward projections that were given in the 2002 RTSA report 'Rail in the next decade: where to and how?' show that rail's modal share of land freight has fallen during the 1990s and will continue to fall. In addition, rail's modal share of passenger kilometres - both urban and non-urban - has fallen, and will continue to fall. The graphs show a tough projection for rail freight - whilst rail passengers are worse.



**Australian Land Freight Task
(billion tonne kilometres)**



**Australian Land Passenger Task
(billion passenger kilometres)**

The BTRE in its recent Report no 107 'Greenhouse gas emissions from transport: Australian trends to 2020' notes (page 53) '*Allowing for the possible provision of major new infrastructure during the projection period was considered by the BTRE as overly speculative and has not been included in the analysis.*' However, such an approach will tend to ensure that the current projections for future growth in rail freight and passenger tasks will become fact - a poor outcome for both the rail industry and the national interest.

A recent paper 'Rail in the next decade' given at a LLDCN Rail Conference in August at Sydney argues that track upgrades are necessary for rail to win more traffic. A major challenge facing the industry is to make a much stronger case than has been made to date to secure funding for 'fit for purpose' track infrastructure. This will include track straightening to replace sections of mainline interstate track with 'steam age' alignment with track built to modern engineering standards. Hopefully AusLink can be made to work here.

A further challenge is to ensure that urban rail will be sufficiently developed in all mainland State capital cities to allow it to increase its share of urban passenger kilometers from the present 5 per cent. There is also the scope to develop Regional Fast Rail to serve both Canberra and Sydney.

However, the real challenge is by 2010 for the industry to have grown market share to the point that the 2002 BTRE projections for rail will have been proved to be too pessimistic.

Any RTSA member who would like more information is invited to contact **Philip Laird** on p.laird@uow.edu.au

Competitive Trains Need Competitive Tracks

The following has been adapted for NSW, with little change, from the Editorial for the September 2003 issue of the New Zealand magazine *Rails*.

If the new arrangements for NSW mainline tracks is bound only to repair and maintain, then the result will be a really nice-looking, largely 19th century railway – and that's not good enough. The reason is that the railway has to compete with trucking and overseas ships working our coasts, so it is vital that the railway be continually upgraded and improved to keep up with that competition.

By "railway" we mean the inseparable combination of track and train. Trains need tracks, both are part of the same mechanism in a way that trucks and roads are not. So if trains are going to do more and better, they'll need suitable tracks on which to run. Those tracks will need to

be continuously improved in the same way that our main highways are.

How much of either the Hume Highway or the Pacific Highway is still precisely on its original alignment? Now ask just how much of the railway system is exactly on the same alignment as it was when it was built over 80 years ago, sharp curves, steep grades and all.

The NSW Roads and Traffic Authority, with generous Federal funding, has over the years, in simple terms, routinely met the demands of road users. Roads too crowded, so build another couple of lanes. Heavier trucks wanted, so strengthen road foundations. A round-about route, so build a by-pass. Grade too steep, so build a deviation.

As highway engineering standards are far removed from those applying 25 or 50 years ago, so too should mainline rail tracks.

The rail industry must show some entrepreneurial spirit. It must work at getting more traffic on rail by upgrading, not just maintaining, the rail network. So if rail is to be more competitive in future, remember this: competitive trains need competitive tracks.

Nothing Much Ever Changes?

"If our railways are to keep pace with the rapidly increasing demands for quick, safe and cheap transport ...ample provision must continue to be made to enable the re-laying of track and strengthening of bridges being pushed on at a greatly increased rate, in order that heavier engines and trains may be run on all the principal lines."

**NZ Prime Minister Sir Joseph Ward
1902 NZ Railway Annual Report**



News

Alice Darwin Nears Completion

Construction of the Alice Springs to Darwin railway is nearing completion with a symbolic ceremony due to have been held in Alice Springs on 18 September to celebrate the final thermit weld linking the railway to the national interstate network. A similar ceremony was scheduled for Darwin the following week.

At the beginning of September, auction notices placed on behalf of ADRail began appearing regularly in newspapers around the country offering heavy earth moving equipment for sale.

Most of the ballast required for the project had been quarried earlier this year and the last train of rail from OneSteel Whyalla Steelworks headed north to Roe Creek on Wednesday 6 August.



The penultimate train of rail destined for the Alice Darwin project heads through Outback SA

Work on the four Freightlink locomotives (FQ Class) at EDI Rail Port Augusta was well advanced in September with cabs fitted to all four units and the first two units on their own bogies. Alongside, construction of the 150 5-pack skeletal wagons container wagons was also well advanced.

NSW Infrastructure Report Card

Released in August, the NSW Infrastructure Report Card prepared by Engineers Australia was, as to be expected, not kind to rail. Scoring only a D, along with Stormwater infrastructure, the report found that while there had been a number of recent initiatives which are reforming rail management and increasing investment, the future of NSW rail remains uncertain. Inadequate funding and capacity problems of the Metropolitan Network are major issues. The delay in resolution of the Australian Rail Track Corporation proposal and the consequential delay on

improving the Sydney to Melbourne interstate line is a concern. The provision of public transport infrastructure to service NSW's growth areas remains unresolved.

The report was followed a few days later by an editorial, 'Rail and other roads to ruin', in the *Australian Financial Review*, part of which follows...

"The award for the most decrepit piece of nationally important infrastructure... goes to the NSW rail network, which is the core of the national rail freight network the Commonwealth is trying to draw together as part of its Auslink integrated land transport plan. The Deputy Prime Minister and Transport Minister, John Anderson, outlined his grand vision to the *AFR Infrastructure Summit* this week..... But a reality check was provided by Chris Corrigan, who described the steam-age signalling system that operates north of Newcastle and keeps freight trains on the Sydney - Brisbane route to 55 km/h. This system requires drivers to stop their 3400 tonne trains every 30 to 40 kilometres, call the controller from a trackside hut to say they've arrived safely, lock the hut and proceed to the next checkpoint.this situation is unacceptable; it adds hours to the journey and keeps heavy freight on the roads, wearing out highways, causing accidents and pumping unnecessary greenhouse gases."

Saving Country Rail - and Country Roads

South Australian based agri-business AusBulk recently unveiled one of its secret weapons in the battle for market supremacy in the increasingly competitive grain handling business. AusBulk has developed the AusRailLoader as an alternative to the high cost of installing fixed rapid outloaders and new facilities at country silos.

Seven of the new mobile fast rail loaders will be built to assist the viability of the South Australian rail network by radically improving grain despatch and logistics from the country silos. Cost savings are also expected for rail operators in crew time and through greatly improved asset utilisation of wagons and locomotives. However the full benefits of the new loader are unlikely to flow until a new grain berth and rapid unloading facilities are opened at Outer Harbor in mid-2005.

The AusRailLoader can be used on concrete silos that have been suitably modified. The loader then locks onto the silo with gravity feeding the grain onto a diesel hydraulic driven conveyor belt, which then feeds into adjacent rail wagons.

Towed from site to site by prime mover, the loader is also capable of self propulsion over short distances. It is capable of loading rail hoppers at a rate of up to 1,000



tonnes per hour, around four times faster than conventional outloaders.

SA Transport Minister Michael Wright officially launched the AusRailLoader on Thursday 7 August at Karoonda in the Murray Mallee with around 70 invited guests in attendance. Speaking at the launch, AusBulk Chairman, Kevin O'Driscoll said, "At a cost of \$7 million we can build seven AusRailLoader units and modify over 60 rail sites. Installing fixed rapid loaders at these sites would have cost in excess of \$100 million which would never have been economically justifiable."

AusBulk is especially keen to use the loaders on ARG's Eyre Peninsula system where it believes the increased efficiencies of using the mobile loaders can improve rail's competitive position and relieve pressure on rural roads.

Perth Railway Up with World's Best

A.Preece of Armadale (*It's thumbs down to cattle train seating, Letters Extra, 5/8/2003*) claims that Perth railway travellers have to use a sub-standard, Third World transport system.

This is simply not the case? Perth's urban passenger rail system is not only the best in the country, but has been independently rated as world-class. (The Railway Technical Society of Australasia).

The society has also used Perth's rail network as the benchmark to illustrate the value of urban rail upgrades.

Regular independent research by Transperth shows that 92 per cent of passengers are satisfied or very satisfied with the overall level of service.

The longitudinal seating modifications to about half our train fleet were made to increase passenger capacity at peak periods because all our trains are operating at these times.

As part of the State Government's commitment to maintaining high public transport standards, a \$437 million

order was made more than a year ago for the construction and maintenance of 31 new three-car train sets.

This massive undertaking is in response to consistently strong growth in public patronage of our rail services, especially during peak periods.

The first of these new railcars will begin operating from September next year.

No successful train system anywhere in the world provides seating for all passengers during peak periods. This is an unrealistic expectation that would inevitably lead to increased levels of taxpayer subsidy.



The new trains will contain about 60 per cent of the "fore and aft" seating A. Preece prefers and we expect passengers will enjoy the comfort.

*Alannah Mactiernan MLA,
Minister For Planning And Infrastructure.*

A Bridge Too Far

The report has been released of the investigation by the Independent Commission Against Corruption (the Commission) into whether any person engaged in corrupt conduct in relation to actions arising from reports submitted by Professor Michael West that recommended the closure of Menangle Bridge to rail traffic. The reports on the bridge were prepared on 5 and 9 March 2003 and provided to the Rail Infrastructure Corporation (RIC), the public authority responsible for the bridge, on 6 and 11 March 2003.

The investigation focussed on allegations the bridge had been kept open, despite the Professor's recommendations, so as to avoid any political embarrassment to the Government so close to the 22 March State election. There were also concerns the RIC may have acted to 'cover up' the reports for commercial reasons or to avoid any embarrassment to it from a disclosure which might indicate it had failed to maintain a safe railway system.

At the conclusion of the investigation, which involved private hearings, there was no evidence that any political

considerations affected the way in which either the RIC or the responsible Minister acted in response to Professor West's concerns.

There was no evidence that the decisions made by the RIC were based on other than an honest belief of those responsible that closure of the bridge was unnecessary. This belief was based on a professional assessment of the safety risks represented by the bridge and an understanding of the relevant technical issues affecting the bridge.

Consequently, this report makes no findings that any person engaged in corrupt conduct within the meaning of the Independent Commission Against Corruption Act 1988 (ICAC Act).

There is no evidence on which to base any recommendation that consideration be given to the taking of any criminal or disciplinary action against any person.

A recommendation is made in Chapter 6 of the report that the RIC review its policies and procedures on briefing the Minister to ensure that there is a clear understanding on what matters the Minister should be informed and to ensure the accuracy of any information so provided.

Recommendations relating to review of RIC's infrastructure management system and reporting of matters to the safety regulator are also made in the report.

The object of these recommendations is to enhance the RIC's ability to effectively demonstrate that rail infrastructure for which it is responsible is safe for use by the public.

Rail Takes on Sea Freight

Increasing shipping freight rates on the Asia-Europe route has been boon for Russia's Trans Siberian Railroad. A total of 123,000 TEU travelled by rail between the two continents in the first seven months of 2003, up by 70% on the same period for the previous year.

The distance between Hamburg and Yokohama by sea is 20,500 kms and takes 28 days. Rail takes around half that time to complete its 12,900 journey, but the inability of the various CIS states, through which the Trans Siberian railway passes, to agree upon uniform pricing means that the route from Moscow to the Pacific Ocean has yet to become a genuine cargo force.

Conversely in Australia as the result of the increased use of foreign carriers and crews under the single and continuous voyage permit system, real coastal shipping rates to and from Perth have dropped by 40 per cent since 1990. Coastal shipping on the route has lifted its mode share from 7 per cent in 1995 to 12 per cent in 2001 with a consequent impact upon potential rail volumes.

Source: Rail Express, BTE and others

New Zealand Snippets

Australian based Toll Holdings has increased its offer of 0.95c per share for Tranz Rail stock to \$1.10 per share, an offer which the Tranz Rail board has recommended to shareholders to accept. With major institutional shareholders such as Infratil accreting the offer, Toll needs to woo the 'Mum and Dad' shareholders to ensure 90% acceptance of the offer by 10 October.

If Toll is successful it will also acquire Tranz Rail's 27.5% shareholding in TasRail which it has been suggested might see the beginning of the assimilation of TasRail into the Pacific National fold.

The often troubled West Coast route on New Zealand's South island, from Christchurch to Greymouth finally seems to have a more secure future. The line, which relies heavily on coal traffic from the Ngakawau and Rapahoe mines to the Port of Lyttleton, has been under threat of closure if the coal traffic were to cease. However, Tranz Rail has invested some NZ\$9 million in the line over the last year and tonnages have grown by 19 per cent over the period, with 1.5 million tonnes carried for the year with a monthly record total of 194,600 tonnes

The UK - Can it get Any Worse?

If we think that rail gets a raw deal here in Australia, pity the poor industry in the UK that seems to stagger from crisis to crisis and provides a convenient whipping boy for that nation's rabid media.

We should perhaps start on a positive note and acknowledge the new UK rail speed record set recently when a Eurostar travelling on the new Chunnel Tunnel Rail Link achieved a top speed of 334.7 km/h (208mph). This eclipsed the previous record of 260 km/h set by the erstwhile APT back in 1979. Services on the first 77 km of the CTRL between Folkestone and Fawkham are expected to commence this month, cutting the London to Paris journey time by 20 minutes to 2hrs 35 mins.

The French connection remains in the UK headlines with train operator Connex dumped from the South East franchise as the result of reportedly failing to comply with conditions of an additional £58 million subsidy granted in December 2002. Connex were seeking a further additional £200 million in subsidy payments when the Strategic Rail Authority gave six months notice of termination of the franchise which carries around 300,000 commuters per day. While some UK observers are questioning the severity of the SRA's action based on the actual content of the auditors report, the question that seems to have been avoided, as often seems to be in such case cases, is that why just three years into a 15-year franchise, which must have undergone stringent due diligence procedures, the

franchisee is approaching the taxpayer for a staggering additional £258 million subsidy.

Connex's financial demands pale into comparison with the performance of Network Rail, the not-for-profit entity set up last year to replace the ailing Railtrack, which has current debts of over £9 billion. Predictions earlier this year were that Network Rail would need to spend £6 billion a year for the next three years, £3 billion a year more than expected, on what it described as a 'fragile and ageing network'. Despite increased spending, punctuality across the network for 2002/03 was 79.2% of services on-time, marginally up on the previous years 78%, but well below the pre-Hatfield figure of 87.8%. Critics claim that Network Rail is failing to reign in costs.

To combat spiralling costs, commuters are facing stiff fare hikes and service reductions imposed by the Strategic Rail Authority. Beeching style cutbacks of rural services and bus replacements are being mooted, with bidders for the new expanded Anglia franchise being given the option of substituting buses on lightly used rural routes. In a cynical move, the SRA says that any savings from cutbacks on rural routes would then be used to improve the lot of suburban and intercity travellers

Not that intercity routes would escape unscathed, with the SRA suggesting that some of the already delayed upgrades of the West Coast main line from London to Glasgow should be postponed saving up to £1 billion next year. There could also be service reductions on routes running at close to capacity such as London to Reading, Birmingham, Bedford and Peterborough in an effort to improve punctuality.

If all this was not enough, in June Royal Mail announced that it would be switching all existing rail contracts to road or air services by March 2004. English Welsh and Scottish which operates around 50 mail trains a day for Royal Mail said that the decision would add an extra 160,000 truck journeys per year onto Britain's already overcrowded road network.



In happier British Rail days, HSTs wait at Paddington

CORE2004

CORE2004 now has its three major sponsors in place with the Northern Territory Government signing up alongside Freightlink and Australian Rail Track Corporation.

The RTSA is indebted to its major sponsors for their enthusiasm and high level of support which will be a major contribution to the success of CORE2004.

CORE authors are reminded that final papers for review should be lodged with the Technical Review Secretariat by 30 September 2003.

Gold and Silver sponsorship packages are still available and potential sponsors can find details of these on the CORE2004 web site or contact Mark Carter on **08 8261 2292**/ e-mail - techrev@core2004.on.net

There has been a slight delay in finalising the layout of the conference venue but this should be completed along with exhibition packages in the next few weeks. Booth fees will be close to the same levels as for CORE2002 and reservations can be made by e-mailing techrev@core2004.on.net.

Chapter Reports

Victoria & Tasmania

Our site visit to the EDI Rail Melbourne Maintenance Facility on Wednesday 16 July was well attended. Members were able to see over the entire purpose built facility and took the opportunity to peer underneath a Sprinter DMU Railcar. Of special interest was the remote control of the facility doors and "Train entering" warning system.

AGM Report

Our AGM was held on Wednesday 13 August. The Chairman expressed satisfaction with the previous year's programme, and thanked the outgoing Committee. The new Committee was elected, its members being:

David Ferris (Chair), John Scott (Secretary), Gerry de Bont (Treasurer), Russell Bowey, Martin Baggot*, Philip Dunn, David Griffiths*, Doug Hayehoe, Wayne Milfull*, Ravi Ravitharan, Russell Trevaskis and Graham Vallance (* new members.)

This expanded Committee is an indication of the enthusiasm shown by members for their Chapter.

It is noted that since his re-election to the Committee, Russell Trevaskis is leaving Victoria to take up a position with RIC in NSW. Our thanks to Russell for his years of service to the Committee, and we wish him well for his

career move. Victoria's loss will be Sydney Chapter's gain!

The AGM guest speaker was Andrew Neal who has recently moved from the Victorian Department of Infrastructure to manage V/Line Passenger Corporation. He made a comprehensive presentation on the changes being wrought in the V/Line Passenger organisation to address the needs of this growing business following its recent reversion to Government management.

Forthcoming Programme

Our next Chapter Meeting will be at Thiess Infracore's Training Facility on Wednesday 15 October. On this occasion presentations will be made concerning the New Zealand Railway Scene.

Our Christmas function will be held at IEAust Vic HQ, 21 Bedford Street West Melbourne. This is being hosted by Siemens Limited, who have been very active in the Melbourne Rail Industry supplying new EMU trains and "Combino" trams. As well as a technical presentation about these very modern vehicles, Siemens will also provide some refreshments in keeping with the festive season.

Full details of these functions will be circulated in advance.

David Ferris, Chapter Chair

Western Australia

Although the meeting scheduled for August was cancelled due to the unavailability of a speaker the WA Chapter conducted successful meetings in June and September.

June 2003

The June meeting provided the opportunity for the Engineers Australia National Excellence Award winner, Mr Kris Killian Lynxrail to present the details of the achievement. He outlined the development of the bulk haul wagon design for use within the mineral railways of the Pilbara and followed up with some advancements in track side monitoring detection systems using data imaging techniques. This work is being developed further and a future presentation from Lynxrail will be sought when the work has sufficiently advanced.

September 2003

Dr Fred Affleck provided the presentation for the September meeting. As newly appointed Director of the Planning and Transport Research Centre (PaTReC) in WA, his presentation outlined the creation and structure of the new faculty. PaTReC is collaborative program of

Curtin University of Technology, Edith Cowan University, Murdoch University and the University of WA.

The program is supported by the Government of WA. Dr Affleck outlined the structure of courses to provide a Master of Transport Degree, Executive Development Programs and Independent Contract Research. The vision for the program is to be a centre of academic excellence located in WA for quality teaching and independent research in all facets of transport and its economic, environmental and social impacts on the community. It promises to be the source of quality trained personnel for the railway industry in the future.

Coming Events - A full program for meetings has been prepared for the balance of the year.

26 October 2003

A presentation will be given by Mr Bill Richards, FLI-MAP describing modern techniques in aerial photography using a helicopter to traverse railway routes. The system has innovative features and the presentation promises to be one to provide the advanced technology in this field.

27 November 2003

Mr Mike Mohan, CEO Australian Railroad Group will discuss his "First Impressions of an International Veteran". Mr Moylan has vast experience of overseas operations including the Southern Pacific railroad in the USA.

Attendance at meetings has been sound but more participation from members within the industry is sought. The WA Committee has issued a questionnaire to all members for feedback on means to improve the conduct and content of meetings. The responses from this will be considered when preparing the program for 2004.

John Syers, WA Chapter Chair

New South Wales

Meetings

16 July 2003

John Shields, General Manager, Rural Services, State Rail Authority of NSW addressed the Sydney Chapter on **CountryLink Rolling Stock**. John has had many years experience with CountryLink and he outlined the progress of acquiring the current fleet of XPT & Xplorer passenger trains as well as an insight into what might have been!

John spoke of the trials of the Swedish Tilt Train in Australia and the differences in European standards and conditions to those we normally experience here in Australia. Driver's carrying a rifle to kill an injured animal if hit by a train! The extremes of temperature and keeping

the lines and points free from snow and the protection fitted to these tilt trains to prevent damage at high speed, everything underneath is protected to a far greater extent than on our passenger rolling stock and circuit diagrams on the door of every electrical compartment.

John enlightened the members of the recent upgrades to the XPT locomotives and the forthcoming passenger car upgrades. The recent addition of the Broken Hill Xplorer to the fleet (a conversion of two former Endeavour cars and an Xplorer trailer) to provide a weekly daylight service from Sydney to Broken Hill, returning on the following day, again in daylight hours especially in the summer with daylight saving in force.

28 August 2003

The August meeting was a joint meeting in conjunction with The Permanent Way Institute and The Institution of Railway Signal Engineers. An international flavour to the evening saw three presentations:

- Hong Kong - Tunnel and Track Washing Machine
- UK – Signalling on the new High Speed CTRL to Folkestone
- UK – Crewe Signalling School

Coming Events

23 September 2003

A Joint meeting with the Civil & Structural Engineering Panel. The two topics on the “Parramatta Rail Link” for the evening are:

The Project and the Phase 1 CIVSYS Contract to be presented by Ron Thomas – Engineering Manager – Theiss Hochtief Joint Venture, Sydney. Ron will speak about the biggest Design & Construct Contract ever let by the NSW Government. He will focus much of his presentation on the TBM driven tunnels and the TBM.

David Roberts, Manager - Railways, GHD Pty. Ltd., Sydney will speak on the “Approach to Controlling Train Generated Noise and Vibration”, including the stringent noise and vibration criteria that the new railway must meet and track systems developed to ensure compliance.

25 October

Site inspection to the Rail Management Centre and tour of Central Station including a visit to the clock tower and the mysterious platforms 26 & 27. For security reasons all participants will have to be known by at least one committee member. A maximum of 24 positions will be available. Please register with the Secretary to secure a position and to be told of the arrangements.

30 October

Frank Bosci, Marketing Director of Alstom Australia will present “Very High Speed Rail in Australia – Signals Stuck on Red!” This will be an open meeting in The Harricks Auditorium, 118 Alfred St, Milsons Point, 17.30 for 18.00.

17 to 19 November

AusRail Plus 2003 Conference – Sydney. John Watsford and Bill Laidlaw are on the Steering Committee and Technical Committee respectively. AusRail Plus 2003 is a joint venture incorporating ARA, ARIC, RTAA, IRSE & RTSA, Informa are the co-ordinating body. Exhibition space is virtually sold and registrations are looking good two months out from the event.

Brochures have been posted to all RTSA members over the past months concerning AusRail Plus 2003. The RTSA will be conducting a full day stream on the Tuesday and will have a stand within the exhibition hall staffed over the full conference. RTSA awards will be presented during the RTAA dinner on the Tuesday evening, the ARA Black Tie Dinner will be held on the Wednesday evening. Accommodation is filling fast with the Rugby World Cup commencing shortly, however rooms are being released by the major hotels due to the reluctance of overseas travellers to venture beyond their own shores in the current climate.

2004

Nominations for the 2004 committee will be sought in January with the AGM scheduled for Thursday, 26 February subject to the auditorium being available. The 2004 calendar is nearing completion however meeting dates for 2004 are subject to the allocation of the auditorium, which does not usually take place until late November.

Basil Hancock, Secretary, Bill Laidlaw, Chapter Chair

Queensland

During the quarter, 3 technical meetings were led including the Annual General Meeting of the Queensland Chapter were held.

25 June 2003

Coal and Freight Locomotives, David Swanson, QR / David Middleton, QR. After 18 years, QR’s coal electric locomotive fleet is approaching the end of their economic life. The presentation discussed various replacement options from a technical perspective, particularly in relation to the problems that encountered through

operational experience with the existing fleet. *Attendance 21*

23 July 2003

AGM – The Queensland Chapter committee for 2003/04 is: George Nikandros (Chairman), John Davey (Secretary), Ian Macfarlane, Paul Jenkins, Barrie Griffiths, Ken Kwong, Cameron Smart, Mark Wishart, David Schonfeld, and Melissa Bona.

The following committee members decided not to seek re-election: Dudley Roach, Luis Ferreira, and Mike Carter.

ATSB Rail Safety Investigation Mark Stallbaum, ATSB. The Australian Transport Safety Bureau (ATSB) is an operationally independent multi-modal body to investigate, analyse and report on transport safety. It was formed on 1 July 1999 and operates within a defined legal framework within the Commonwealth Department of Transport and Regional Services (DOTARS). The presentation covered the Transport Safety Investigations Act 2003, Memoranda of Understanding with State and Territory regulators and industry, and recent rail safety investigations. *Attendance 37.*

27 August 2003

Gowrie to Grandchester Rail Corridor Study, Mike Carter, QR. The rail network linking Brisbane to the southwest of the state and northern New South Wales and beyond is severely restricted by the tight curvature, steep grades and limited tunnel clearances on the Toowoomba and Little Liverpool Ranges. The Gowrie to Grandchester Rail Corridor Study was undertaken to identify a corridor for a high speed (200km/h where feasible) railway capable of supporting the double stacking of containers. The study has taken some 3.5 years and considered several route options taking into account community, environmental and cultural issues. A recommendation, estimated to cost some \$600M has been made and is currently with the Queensland Government for their consideration. *Attendance 60.*

Coming Events

Below is the technical program for the events currently planned. Technical Meetings will be held in the Hawken Auditorium, IEAust Queensland Division, on the 4th Wednesday of the month at 18:00, unless otherwise advised.

- | | |
|-----------|--------------------------------------------------------------------------------------------------------------------------------------------|
| 22-Oct-03 | Rail CRC, Theme 6, Website knowledge base – Ken Kwong |
| 26-Nov-03 | Gold Coast Light Rail Feasibility Study – Rod Grose (GCCC) – Griffith University, Gold Coast Campus. Joint meeting with Gold Coast Branch. |

Awards

At the May 2003 National Council Meeting of the RTSA, the RTSA Awards committee announced student thesis awards for theses completed in 2002. A thesis submitted by a former Griffith University student, Leon Zabel, now a QR employee, received an honourable mention award – a plaque and \$1000. The award was presented to Leon at Griffith University's Industrial Affiliates Expo 2003 held on 19 June at the BTP Technology and Convention Centre. There were some 600 people present; students, academics and industry representatives.

George Nikandros
Chairman, Queensland Chapter

South Australia

Meetings

The programme this year has been extremely varied with a range of speakers covering many aspects of the rail industry both past, present and future.

At the **MAY** meeting **Des Smith** recounted his 'adventures' surveying a route between Alice Springs and Darwin during the period 1980 – 1997.

Completion of the standard gauge route between Tarcoola and Alice Springs in 1980 was a spur for the Fraser government to commit to a \$10 million 3 year survey between Alice and Darwin in anticipation of construction of the missing part of the long promised north south railway.

Des got the job. Fairly early in the project the time before construction might start was reduced from three years to two so the project, already involving over 1400 km of largely uncharted country, had to be pushed forward with some haste. Des basically adopted the principles of 'straightest, flattest, shortest' in finding a route.

He had a head start with the top end section, having a good knowledge of the area and aerial surveys that were reasonably up to date (although rather coarse in the vertical). The rest was a great unknown. The initial task was to select a mapping corridor, using whatever was available to identify the most likely corridor for a rail route following the above principles, then to go out, pre-GPS, and try to locate a route on the ground.

Suffice to say the Des and his fellow adventurers managed to get the work largely done, with some inspired guesswork and a few unconventional measures (try a height of '2½ young engineers'). The route selected proved to be 60 km shorter than the Stuart Highway between Alice and Darwin.

Even after a change of government in Canberra, work continued on setting out the new route (using steel centre pegs – a foresighted move given the subsequent time taken to come to fruition) but bit by bit the actual construction dream went backwards until it was off the political radar in Canberra (but not in NT or SA). A full stop on the project in 1984 left many loose ends – survey data not processed, plans half done, reports not written and estimates left hanging. All but 350 km of the centre line had been pegged, and after an up and down period of reports and feasibility studies through to 1993 the Keating government came good with \$3 million to allow completion of the survey work.

The **JUNE** joint meeting with PWI was a presentation by **John Fullerton, General Manager Operation Services for Pacific National**. John had a momentary period with Commonwealth Railways before being with AN, NR and now PN. He started by going through the advantages and weaknesses of the three most recent incarnations before reviewing aspects of the first year of PN.

PN's strengths are its strong and successful owners, a private sector culture, quality assets and business base, shareholders ability to shift freight from road to rail, and opportunities for acquisitions, alliances and capital investment. The weaknesses are in the lack of a single management of track (PN strongly supports the ARTC proposal to manage main lines in NSW), quality of track and infrastructure, lack of infrastructure planning and capital works, regulatory reform and government interference from NSW (the FreightCorp legacy).

In the 12 years since to NR's formation the inter-state freight business has gone from an estimated loss of \$321 million p.a. to a profit (EBIT) of approximately \$70 million in 2003. Loco productivity has improved nearly 75% from AN in 1994 to PN today (and AN was one of the better performers in 1994) while specific fuel consumption (fuel per unit of work) has fallen almost 50% over a similar period. PN are not all that far from USA best practice fuel rates which given the relatively light axle loads and shorter trains is a commendable result.

The first presentation at the **JULY** meeting was by **Wayne Potter and Wayne Londema** on their winning RTSA student thesis award for 2003 on the subject of "The Influence of Vegetation on Rail Track Stability Along the Adelaide to Melbourne Corridor",

The two Waynes project was a Rail CRC project that was supported by ARTC and set out to prove a hypothesis that the presence of vegetation assists in soil stability in areas of expansive clay soils with high moisture content.

The clayey soils of the Wimmera have for a long time presented problems of track formation stability (and road formation as well judging from parts of the Western

Highway) and for many years kept line speeds below those elsewhere on the main Western line.

The presentation went into some detail of how two sites at Horsham and Miram in western Victoria were selected and tested. At each site two locations, one vegetated and one non vegetated, were identified and used as the basis of comparative tests. It was concluded that, in the areas examined, the moisture content in the track formation where trees existed up to 10 metres from the track was lower than at un-vegetated sites. The project will be extended to look at the impact during wet and dry seasons.

There were two enlightening points that were evident from this particular project –

- The CRC projects are beginning to produce real world solutions to some of the long running technical issues associated with good track and,
- It is encouraging to see that ARTC not only sponsored this project but have also nurtured one of the Waynes, both during and after this project, in what is probably the 21st century equivalent of the apprentice or cadet system of 50 years ago.

Ron Stewien gave us a presentation on the SAR careers of engineers Henry Mais and William Thow. The former was the Engineer in Chief for South Australia from 1868, following time with the Sydney Railway Company, construction of the Bendigo line and Manger of the Melbourne Suburban and Brighton Railway. Between 1875 and 1888 he was the Chief Engineer of SAR and as such was responsible for all Mechanical activities despite being a trained Civil engineer (this seems to have been a common situation with many of the then colonial railways in Australia). Thow was appointed Locomotive Superintendent of the SAR in 1876 from England at the ripe old age of 34 years. Almost from the start he came into conflict with Mais, and in 1879 he asked the Commissioner of Public Work to separate the Mechanical Department from the control of the Civil Engineer (Mais). These two have already come into conflict over the sourcing of locomotives, Mais being in favour of American designs against Thow's avowed belief in English designs, the outcome of which was the importation of 4 broad gauge and 8 narrow gauge Baldwin built locomotives ordered by Mais just days before Thow's functional separation proposal came into being.

Thow's most notable achievements in SA were introduction of the broad gauge 'R' class (precursor to the Rx class which survived to the end of steam in SA and can still be seen on the Goolwa-Victor Harbor Railway). He also reorganized to running sheds and repair facilities such that the average running cost for locos and rolling stock fell from 33.91 pence/mile to 22.12 pence/mile after he was in charge of the Mechanical department.

He left the SAR in 1888 and went to NSW where he introduced of the 32 and 50 classes of 'standard' locomotives that also saw use to the end of the steam era.

At the **AUGUST** Meeting **George Erdos from TransAdelaide**, in concert with **Alistair Morrison from Alstom**, gave us an overview of the project to renew the TransAdelaide train control system.

There has been a 5 year approval process for this project, which when it gets down to actual implementation will take only two years to complete. The much reduced TransAdelaide, now responsible for the rail part of the urban public transport (including Glenelg!). During its life since the demise of SAR in 1978 TA has changed from a slow and steady piecemeal replacement policy to one of project development. From this sprang the 1980's CTC system which controls all the Adelaide metro system, including peripherals such as the passenger information system. Adelaide station and approaches had been operated by a groundbreaking electric system that had been installed in 1915 and was thought to be only the second of its type after Montreal in Canada.

Despite patch-ups over the years this system had really gone beyond its useful life and would have cost a substantial sum to replace. Extending the 'replacement' control system to cover the network was not a big jump, neither in technology nor in cost. As with many such installations it relied to a large extent on proprietary technology and software, which, just like home computers, have a short effective life.

The TA system has gone past the time when the manufacturers will support it, so in the interests of safety and reliability something had to be done. Consultants were duly hired to tell the Government the facts that they wouldn't like to hear from their own people. Alstom was duly chosen to undertake the project for TA. In this they will use 'existing technology' (commercial PC's and software to the extent possible) rather than creating another short shelf life system. What is being replaced is the technology behind the visible – in other words the field equipment and screens will remain unaltered. The mimic diagram in the control centre will go and be replaced by 24" flat screen work stations – five of which will cover the network. A new addition is a 'web based' link that will allow maintainers to dial up wherever they have access to a phone link. The system has relied on 'user' input from the various people who work in and with the system in TA. Design is currently under way through to April 2004, factory acceptance testing will then take until October 2004, with installation and shadow mode operation through to cut over planned for mid 2005.

Max Michell

STORE 2005

Brazil & South America

David Griffiths (Victorian Chapter Committee member) has started some initial planning for a Study Tour on Railway Engineering (STORE). It is planned that this will coincide with the next International Heavy Haul Conference, to be held during 2005 in Rio de Janeiro, Brazil. There will be plenty of opportunities for some very interesting railway site visits, to say nothing of some spectacular tourist sightseeing opportunities. The trip will not be inexpensive, so interested RTSA members might start planning their budgets now.

David writes, "The proposal for STORE05 was prompted by recollections of how useful to my career it was to go on STORE 83 to the Pilbara when I was young and not so grey. I thought that I could return some of that experience to the benefit of the next generation of Railway Technologists by organising something similar."

"**STORE05** will be based around the next International Heavy Haul Railway conference which is to be held in Rio in 2005 on a date yet to be announced. I know that there will be some attendees from Australia and that I will be one of them. I have visited Brazil 5 times in the last 5 years for work related activities. Combine this with a good local agent and a smattering of Portuguese, I believe that an interesting and instructive program can be assembled. This is very much in the draft stage but I am assured that as well as the conference in Rio we will be able to visit one of the CVRD iron ore railways, the Sao Paulo metro - interesting because it runs at a profit - Chilean Railways and possibly others. We'll also have time for some sightseeing - even more for accompanying persons."

"My wife will be accompanying me. She has been to Brazil twice with me before and the proposal comes with her seal of approval. Accommodation will be comfortable, clean and reliable quite suitable for everyone but we will stay away from the name brand hotels. I expect that participants could join or leave at several different times and places to suit their interest and budget. "

For those that are interested they can catch David Griffiths at Rail Technology International stand at the November AusRAIL exhibition or contact David via e-mail david.griffiths@rti-group.com

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RTSA

ENGINEERING EXCELLENCE AWARDS 2004

It is time for all members to consider the promotion of the above Awards and the encouragement of prospective applicants to commence planning their nominations.

Next year, for the first time there will be four awards. RTSA is introducing a new award to recognise the efforts and abilities of young engineers in the railway industry. This is to be called **the Young Railway Engineers Award**. Submissions for this Award are required by Friday, 27 February 2004.

In addition, the **Annual Individual Award** is presented to recognise the outstanding achievement of an individual within the railway industry and carries a cash prize of \$2,000 together with a plaque. Submissions for this Award are required by Friday, 13 February 2004.

The **Biennial Industry Award** acknowledges an achievement worthy of public recognition and attracts applications for inventions, designs, projects, processes, published technical papers, etc., that the applicants consider to represent a significant railway engineering achievement that has demonstrated its success within the last two years. Submissions for this Award are required by Friday, 13 February 2004.

The **Annual Student Award** recognises the thesis on a railway engineering subject of a final year University graduate. Submissions for this Award are required by Friday, 20 February 2004.

All these Awards will be presented at CORE2004 to be held in Darwin in June 2004. Application forms, full details and conditions for all Awards may be obtained from the RTSA web site **www.rtsa.com.au**

John Adams

Chairman Awards Sub-Committee

NOTICE OF AGM

Notice is hereby given that the Annual General Meeting of the Railway Technical Society of Australasia will be held during AusRail on Tuesday 18th November at 1pm in the Promenade Room 3 of the Sydney Convention Centre, Darling Harbour. All RTSA members are invited to attend the AGM of the Society. The meeting will present the annual reports of the various committees and office bearers, and elect a National Treasurer and National Secretary.

Election of National Treasurer and National Secretary.

Nominations for the positions of National Treasurer and National Secretary are invited and close at 5.00pm Friday 17th October 2003. Nominations should be forwarded to:

The RTSA Administrator, IEAust Engineering House, 11 National Circuit, Barton ACT 2600

Nominations should be by signed at least one member of the Society, with the signed consent of the Society member being nominated. In the event of more than one nomination for a position being received, then an election will take place at the AGM.



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