

From the Executive Chairman

In recent months we have seen an unprecedented confidence in rail, expressed through new planning and budgets and this gives me great spirit for our industry. We must now respond and provide those that trust in the industry our best.

But coinciding with this I have noticed that some of our best people leaving the industry at the end of great careers. Bill Killinger last year and Leon Welsby just recently are both great losses. We wish all you early baby boomers great retirements!!

Our future lies in the young professionals and it was my great pleasure to present this year's RTSA Student Thesis Award winners, Liam Palmer-Cannon & Andrew James for their thesis entitled 'Analysis of Rail Capacity - Werribee Corridor' at a ceremony at Swinburne University on 29 May, ironically the same day Leon left the Australian Rail Track Corporation.

There has been some great work recently by students and researchers, many supported by the CRC for Rail Innovation. An excellent summary of this research and other papers are given in the Engineers Australia publication *Transport Engineering in Australia - a special issue on Railway Engineering*. Keep up the good work, making the research widely available and encouraging others.

In the meantime, can I remind you of the comprehensive set of education courses available through Rail Innovation Australia which can be found through links on the RTSA web site. These together with RTSA's CORE conference and the over 50 events/meetings put on by RTSA and those of ARA's Rail Industry Safety and Standards Board (RISSB), now provide a solid basis for accelerated learning in our industry. The RTSA will also be pursuing a series of presentations related to Professional Development, with a number of high profile executive speakers.

And that's the theme I will pursue at RISSB's Rail Technology Workshop to be held in August, where I have been asked to discuss RTSA's challenges. Our challenges are the industry's challenges and the main one is the rebuilding of our knowledge base, bringing younger professionals up to speed and maintaining and updating existing professional's knowledge.

These are the things needed to deliver the new tranche of railway investments.

Our CORE Committee in New Zealand is working hard to bring us another great CORE and I am pleased to announce at the time of writing this article that ARTC and ONTrack have proudly agreed to be Platinum sponsors. ARTC continues to support CORE because it is the best technical based conference around. It maintains a high quality providing the best in innovation and research as well as the application of new ideas. New Zealand rail is going through an exciting 're-birthing' stage and the government has shown great foresight in investing in rail at this difficult time. We're all looking forward to being there - 'The Ditch' won't keep us away.

Martin Baggott
RTSA Executive Chairman

Rail Horizons	
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Point of View

Max Michell

It is now twelve years since the first of a rash of rail privatisations was sealed. The residue of Australian National, left after the interstate business had been hived off to National Rail, was sold off in three pieces to Great Southern Railway (passenger), Genesee & Wyoming (SA regional freight, including the isolated Eyre Peninsula) and Wisconsin Central (Tasmania). None of these would qualify as mainstream businesses, but interestingly two of the three buyers are still there running more or less the same businesses that they acquired back in 1997. It looked to be a good start

The next property on the block was V/Line Freight which was handed to RailAmerica in 1999 as part of the frenetic 'Kennetisation' of public enterprises in Victoria at that time. This was followed in 2000 by the sale of Westrail to a consortium of G & W and Wesfarmers, which resulted in a folding of the SA and WA rail businesses into one entity known as Australian Railroad Group (ARG).

At the same time a bit of self interest on the part of NSW and the Feds saw National Rail and FreightCorp (NSW) bundled and put up as a package - subsequently to be known as Pacific National. Unlike previous rail sales, which predominantly involved overseas rail operators and companies, this one went to locals - logistics company Toll in a 50/50 partnership with stevedore Patrick - both well known in the transport scene in Australia.

This sale was consummated in 2002, leaving just Queensland Rail intact as a Government owned rail freight enterprise. At that time the Pacific National acquisition was hailed as a good choice since Toll and Patrick between them 'controlled' a very considerable part of the land freight business in this country. In an early 2002 RTSA editorial I wrote *".....quite a significant new direction, and may signify a maturing of the privatisation process, with increasing confidence that rail privatisation can work with relatively low risk."*

The Toll/ Patrick offer had been carefully crafted to placate the many and varied interest groups associated with the sale - \$50 million toward infrastructure conditional on matching Government money and ARTC getting a lease of NSW interstate routes; surplus locos and wagons (120 and 650 respectively) to be 'made available', thus placating the Australian Competition and Consumer Commission, plus funding for the NSW 'Broadacre' project (grain terminals and trains) to maintain the confidence of, and service to, rural interest groups.

Little did anyone realise quite how much the rail industry would be churned in the next seven years and the degree of what would appear to be quite destructive behaviour on the part of the new owners.

A major failing at the time of sale was to assume that the buyers would be altruistic - all fired up to make rail work for them. In fact the oversight (a serious one in hindsight) was to ignore the extent that directors seem obsessed with their own welfare and benefits, followed by concern for the remaining shareholders, and how little they care about anything that looks to be long term. Rape and pillage is now; not at some time in the future!

There were early signs - Freight Australia (the RailAmerica operating name) became quite adversarial in regard to a number of major projects planned in Victoria, notably the Regional Fast train project and the plan to standardise a large proportion of the Victorian freight network.

Anecdotal stories were even then coming out of Victoria indicating that the track was degrading at a rapid rate. An estimated 25,000 timber sleepers were being replaced each year where at least 100,000 were required to maintain 'steady state' track condition. Even worse was that most of the sleeper replacements were on the passenger network which was covered by a substantial passenger operating subsidy. This would suggest that the freight network was being left with near enough to zero real maintenance.

The new Pacific National did dispose of locos and wagons, many of which were in fact totally useless to other operators and in a deal that locked the assets out of any immediate role for any other operator. The \$50 million has never showed its head again and the 'Broadacre' commitment has finally been disbanded to the disadvantage of much of regional NSW. But worse was to come.

Pacific National, in actions typical of its parents, went on a buying spree snapping up the Tasmanian rail business in early 2004 and the Freight Australia rail business in late 2004, both of which had deteriorated significantly under their previous owners.

The ACCC were consistently being wrong footed in one way or another on just about every condition they placed on transactions, or lack of, involving Toll and/or Patrick. In 2006 Toll became carnivorous, engaging in a long running and acrimonious campaign to take over Patrick, eventually succeeding in early 2007 subject to some quite specific conditions imposed by the ACCC. In typical fashion these were circumvented by creating a completely new and separate entity, Asciano, largely built around the Pacific National rail business and the Patrick stevedoring empire.

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RTSA Professional Development Initiatives

Meet the Railway People Expo

As part of its ongoing long-term commitment to the rail industry, the RTSA seeks to play its part in helping to attract and retain the brightest undergraduate students.

The RTSA is currently planning to hold its first **Meet the Railway People Expo**, aimed at undergraduate students (from years 1 to 4) from Victorian Universities to showcase rail industry participants and to highlight some of the opportunities that are available in the industry.

The Expo will provide an opportunity for railway organisations to promote their involvement in the rail industry and to communicate directly with high calibre graduates from leading Victorian Universities.

Importantly, the Expo will provide the stake holders within the rail industry an exclusive communication channel to promote undergraduate project opportunities, workplace internships, secondments and scholarship opportunities available within their organisations. It will also provide a forum for networking and exploring partnership opportunities with academics from leading tertiary institutions.

- The **Meet the Railway People Expo** is a half day event from 10am to 2pm on **Saturday 12 September** at the Park Hyatt Melbourne, 1 Parliament Square, off Parliament Place, Melbourne.
 - The Expo is a free event for both participating organizations and undergraduates.
- If you or your organisation is interested in participating in the **Meet the Railway People Expo** please contact RTSA Immediate Past Chairman Ravi Ravitharan on **0409 556 811** or via email at **ravi.ravitharan@eng.monash.edu.au**

Professional Development Assessment Program

Continuing professional development (CPD) has been a main focus of the RTSA over the last 10 years.

Apart from stimulating the professionals within the industry through technical symposiums, seminars, presentations and study tours as well as the biennial CORE Conference, it has several initiatives to attract and retain new professionals to the railway industry.

One such initiative is the **RTSA Professional Development Assessment Program (PDAP)**. The RTSA is the first industry-based institution to put in place a structured approach to improve the standing of railway professionals and to assist the efforts of industry to address the critical skilled work force shortage.

The RTSA PDAP program complements currently existing organisation based development activities and also provides an opportunity to railway professionals, in organisations without any structured development programs, to achieve professional recognition.

The RTSA has also conducted two half day Symposiums on Professional Development to identify the characteristics of various training and development programs currently offered within the Australian railway industry and to facilitate discussion designed to improve training and development programs. Several organisations within the rail industry participated in these symposiums.

Transport Engineering in Australia

Another initiative that has been put in place by the RTSA is to publish railway related technical publications in the **Transport Engineering in Australia (TEA)** journal. The TEA journals are managed through a web based Editorial Manager System and covers all forms of transport modes. Publishing railway related papers in the TEA journal is anticipated to provide wider national and international recognition for researchers and inventors based in Australia and New Zealand.

The first special issue of the Transport Engineering in Australia covering Railway Engineering was published in May 2009.

**Ravi Ravitharan, RTSA Immediate Past Chairman
Business Manager, Institute of Railway
Technology, Monash University**

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It might be imagined that a company that was intent on acquisition as a means of growth (beats organic growth every day!) would be quite accustomed to doing Due Diligence on the properties they acquire - making sure that what you think you are getting is what you are actually getting. Apparently not!

In recent times there has been the inglorious spectacle of a supposedly responsible company going 'cap in hand' to the Victorian government asking that the track lease be bought back, followed by a similar appeal in Tasmania. In actual fact Asciano did very well out of the solution in both cases, making considerable financial gains from degraded properties that basically cost them very little to maintain (since they only ever did an absolute minimum, much as Freight Australia had done before them). The cynics were beginning to suspect that the core business was a variant on asset stripping.

In Tasmania, Asciano has recently complained that the track is being under-maintained, when in fact sources suggest that more has been done to improve the track there (under a recent State/ Federal agreement) than has been done in all the preceding 10 years. At the same time we were told that Asciano had put their residual Tasmanian business on the market, followed by yet another change of direction - in this case they have declared they will walk from Tasmania at the end of June. (See separate story in News section.)

The situation in Victoria is a bit different - in that case Asciano appears to have been busy stripping the regional network of many of its rolling stock assets, such that it is perilously close to a non functioning system. The outcomes in both cases are the same - the company has got away with a profitable result from a property that has been significantly devalued on their watch, while at the same time virtually destroying any value that the business once had, or would have for any future owner. It is somewhat reminiscent of the Roman slash and burn strategies.

While all this was going on in Australia, Toll acquired a controlling interest in the troubled New Zealand Tranz Rail business in 2004. The track which had been neglected by the previous shareholders returned to government ownership in line with Toll's takeover of the 'above-rail' business. Any romance was brief and the ongoing financial performance of the business and disputes with the government over track access fees saw Toll exit in 2007, selling it to the Government for almost double the amount they acquired it for.

It is hardly surprising that there seems to be a pattern in all this, none of which has anything to do with good business management; even less to do with good business management of a railway.

Back in 2005 a consultant's report to the World Bank concluded that "Overall the rail privatisation experience in Australia and New Zealand has been positive ...". This assessment seems to have been based on financial results, which in the hard light of subsequent events were in fact only being achieved by 'consuming' asset life of the track and to a lesser degree the rolling stock. It was not and never has been on the basis of long term sustainable profits and it was not, and unfortunately never has been, a good outcome for customers, the community or Governments.

Hugh Mackay has observed that "It is what they do, not what they say, that matters." If this equation is used to evaluate the Pacific National (and Toll) score card, it would look something like this -

New Zealand - FAILED

Tasmania - FAILED

Victoria - LIKELY TO FAIL

National / NSW - UNDERPERFORMING

An American friend and experienced railroader has commented "The key is to put someone in there that knows how to run these types of operations, and their business is not clouded by competing interests"

If it is that obvious from half a world away, how come we couldn't see it until, the damage was done here. Maybe we had clouded vision emanating from the enthusiastic imposition of a competition regime on a naive country. Whatever the reason, we must surely be aware by now that rail privatisation, as we know it, is a flawed and unsustainable concept that has proved to be quite destructive of otherwise valuable public assets.



Railway Technical Society of Australasia
PO Box 6238
Kingston ACT 2604

www.rtsa.com.au

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Editorial Address:
PO Box 595
Prospect East SA 5082
e-mail: grms@bigpond.com

► Queensland to privatise rail freight businesses

In a not altogether unsurprising move the Queensland Government has announced that it will seek to privatise all of its rail freight operations. It says this is part of its response to a \$14 billion revenue loss in State income over the next four years resulting from the global recession. The rail sale forms part of a broader range of asset sales which also includes the Abbott Point Coal Terminal

The proposed sell off will initially focus on QR's above-rail and below-rail coal businesses while the Government investigates the options for the sale of QR's bulk freight and regional freight services which, through its ownership of Australian Railroad Group, also includes similar services in Western Australia.

QR's country and metropolitan passenger services will remain in Government ownership while negotiations will commence with the Australian Government for the sale or lease of QR's regional, below rail network to Australian Rail Track Corporation.

The Government says the asset sales will be progressed over the next three to five years, noting that the timeframe recognises the complexity of the process and the need to prepare detailed plans on the sale structure. It is expecting to raise more than \$7 billion from the sale of its rail assets and avoid a further \$7 billion in capital expenditure.

It has yet to reveal how the sale will be structured and whether bidders for above rail assets will be allowed to bid for below rail assets and vice versa, especially in relation to the coal business. The Government is suggesting its

approach will be flexible, saying for example that an integrated sale could offer the Goonyella and Newlands systems along with the sale of Abbot Point Coal Terminal.

QRNational Coal is the largest coal haulier in Australia, operating more than 550 train services a week in Queensland and New South Wales. In 2007/08 it moved 183 million tonnes of coal from 56 different coal mines.

There are locomotive, rolling stock and infrastructure upgrades planned to take the capacity of the Queensland networks to 290 million tonnes per annum, though some of these upgrades may be put on hold during the sale process. Approximately 350 electric and diesel locomotives and 7500 wagons are currently allocated to QR's coal haulage business.

► Tasrail returns to government ownership

In a throwback to the 1970s, the Tasmanian Government will take back the State's rail operations from Pacific National later this year.

The move comes after tumultuous few weeks in May and June which saw most services grind to a halt and PN threaten to cease all remaining services for good at the end of June.

A major derailment in May had cut services on the main north south corridor. This combined with a dispute with Tasports over the lease of land at Burnie adjacent to the ship-loading dock where PN already owns the bulk mineral loading infrastructure, finally brought matters to a head.

Pacific National has never really been comfortable with its Tasmanian operations. It inherited them by default as part of previous parent company Toll Holdings' 2004 takeover of New Zealand's Tranz Rail, which also owned the Tasmanian rail operations. PN has sought to extract itself from Tasmania since late 2006 and had previously negotiated with the State Government to take back most of the below-rail infrastructure.

There was some interest in a sale process for the above-rail assets undertaken in the second half of 2008, and US regional operator Patriot Rail was believed to be close to buying the business, but ultimately agreement could not be reached.

A joint Tasmanian/ Federal Government funded upgrading of the track has been underway for some time now, but media reports suggest that PN has not been happy with the pace of these upgrades and no doubt the recent derailment was the 'final straw.' Representatives from PN's parent company Asciano have previously stated publicly that one major derailment in Tasmania has the potential to wipe out a whole year's profit for the island's rail operations.



As a result of negotiations in late June with Asciano representatives the Tasmanian Government has indicated that it will take control of the rail network by the end of November. The agreement includes the transfer of the network as a going concern, workshops, locomotives and rolling stock, and the Burnie loader facilities.

No price has been announced, but based on previous speculation this could be anywhere between \$25 and \$40 million. At the time of going to press the deal was still subject to Asciano Board and State Government approval. Infrastructure Minister Graeme Sturges said, "Until such time as we can get that tick off, that next step in the process, it would be inappropriate of me to talk about the dollar amount."

The State Government has hinted that it will be approaching the Federal Government for assistance with funding the deal.

Asciano Managing Director, Mark Rowsthorn said he was also pleased with the outcome of the negotiations.

"An agreement with the Tasmanian Government will provide a seamless transition of our rail operations and ongoing security to our Pacific National employees, and will secure the future of freight rail in the state of Tasmania," he said.

► **Asciano drops sell-off plans**

Asciano Ltd, parent company of rail operator Pacific National, has dropped plans to sell off parts of its mini-empire instead opting to proceed with a \$2.35 billion equity raising.

Faced with a close to \$5 billion debt burden partially inherited from its resultant 2006 spin-off from the Toll/Patrick merger and with much of its debt to mature early 2010, the company had previously announced it would seek to sell off a substantial part of its rail and port assets.

Originally this was thought to be up to 50% of its Hunter Valley coal haulage business, but Asciano later indicated any sell-off could include all of the PN's coal business and also its interstate intermodal rail business.

With a general strengthening of global financial markets in recent months Asciano has instead decided to opt for an equity raising solution from the sale of new stapled securities to institutions and retail investors which is expected to reduce its debt burden to below \$3 billion, which the company says puts it in a much more comfortable position moving forward.

► **Federal Budget boost for urban and regional rail**

Rail was a big winner in the recent Federal Budget with the Australian Government committing \$3.9 billion over six years (including \$263.0 million in 2008/09 and

\$1,034.0 million in 2013/14) as contributions towards five major rail projects that have been recommended by Infrastructure Australia. The projects and funding allocated includes:

- **Sydney - West Metro pre-construction work**

\$91.0 million in 2008/09 towards engineering and design work to further develop the West Metro project. When completed, the project will provide a 25-kilometre metro system from Central Station to Westmead Hospital and will link up with the proposed CBD Metro from Central Station to Rozelle.

- **Victoria - Regional Rail Link (West Werribee to Sunshine, Victoria)**

\$3.225 billion towards the separation of V/Line (regional) and metro rail services between West Werribee and Southern Cross Station via Sunshine. This will improve the capacity of lines operating on four corridors. The project involves an extension of platforms and other capital works to enable eight car trains to operate on the Geelong and Bacchus Marsh lines; and a new station at Tarneit (see separate story below).

- **Melbourne - East West Rail Tunnel**

Preconstruction work - \$40.0 million over two years from 2011/12 towards a rail tunnel from Dynon to St Kilda Road; for pre-construction planning, design and engineering works for a 17-kilometre, two-track East-West Rail Tunnel Linking Melbourne's western suburbs and central business district. Scheduled for completion in 2018, the project will create capacity for an extra 120 trains during peak hours, equivalent to 84,000 commuters.

- **Adelaide - Gawler Rail Line Modernisation**

\$293.5 million over five years towards the acceleration of renewal projects (concrete re-sleeper, gauge standardisation, electrification and station enhancement) on the Gawler line. The line is 43 kilometres in length and has 24 stations and carries 34% of TransAdelaide's rail patronage.

- **Adelaide - Noarlunga to Seaford Rail Extension**

\$291.2 million over five years towards a 5.5-kilometre dual-track, electrified extension of the existing rail line from Noarlunga to Seaford, including a 1.2-kilometre viaduct and bridge over the Onkaparinga River. The project cost includes new rail lines and electrification, two new stations and train stabling.

An additional \$20 million in funding will also be provided for the Brisbane Inner City Rail Feasibility Study towards a detailed feasibility study of additional river crossing capacity and cross city capacity for the provision of a rail loop that services the major stops north and south of the Brisbane River to cater for future growth.

In Perth, \$236 million will be made available for the Northbridge Rail Link towards the sinking of the central city section of the Perth-Fremantle railway line and construction of a new rail platform. This will make available new land to develop above the rail line and is the first stage required for the Hub urban redevelopment project.

► Vic Regional Rail Link set to go

Victorian State Premier, John Brumby says the \$4.3 billion Regional Rail Link project to be jointly funded by the Australian and Victorian Governments will create a generational shift in Victoria's rail network.

"Construction of the 40-kilometre dual-track link from West Werribee to Southern Cross Station in central Melbourne will separate our regional and metropolitan trains, improve capacity, allow for more services and importantly, secure at least 2,800 jobs during construction," Mr Brumby said.

"Regional Rail Link was Victoria's highest priority project for action submitted to Infrastructure Australia and will improve reliability for Geelong, Ballarat and Bendigo V/Line services and free up capacity for more trains on the Werribee, Craigieburn and Sunbury lines.

"This is the biggest single investment in the metropolitan rail network since the City Loop was built and the first major new rail line for metropolitan Melbourne in 80 years."

The new rail link will serve the growth suburbs in Melbourne's west of Tarneit and Wyndham Vale and include the rebuilding of Sunshine station with new platforms and a new rail bridge over the Maribyrnong River.

Works will start before the end of the year to commission platforms 15 and 16 at Southern Cross Station with major construction of the new track to start in 2010 with the project scheduled for completion in 2014.

Public Transport Minister Lynne Kosky said a number of bottlenecks where suburban and regional trains intersect would be removed to improve service reliability and allow more trains to operate at the busiest times.

"This significant project means that for the first time regional trains coming from the west and suburban services from the north and west will travel on separate lines, removing conflicts where metropolitan and regional services cross tracks in the inner city," she said.

► GrainCorp secures NSW rail assets

GrainCorp has reached an agreement with the NSW State Government for the ownership and management of a fleet of trains to serve the grain industry in New South Wales.

The arrangement between the State Government and GrainCorp involves the transfer at no cost of 18 x 48 Class branch line diesel locomotives and 180 x grain hopper wagons. The Government had previously called Expressions of Interest for the provision of rail services over a number of branch lines in New South Wales following the termination of the Broadacre agreement with Pacific National originally put in place at the time of the sale of FreightCorp in 2002.

These trains will be used to consolidate grain from silos on the branch lines into Werris Creek, Parkes, Temora and Junee sub-terminals for transfer to main line trains to the Newcastle and Port Kembla port terminals. The branch line trains will also service grain storage sites managed by other grain handlers.

GrainCorp Managing Director Mr. Mark Irwin said, "The deal provides long term security for the branch line train operations and to growers delivering grain to silos on these lines. Under GrainCorp management we are confident that the efficiency of the branch lines trains can be improved, underpinning the long term viability of the lines. GrainCorp will, over time, upgrade the 48 class locomotives, and maintain the wagons, to ensure their continued operation."

Day to day operation of the trains will be contracted to Pacific National. The branch line trains have the capacity to handle an above average crop from their catchment areas, and in the past 6 months the branch line trains have moved over 400,000 tonnes into GrainCorp sub-terminals.

"We look forward to continuing to provide a sustainable branch line grain freight service to grain growers, buyers and consumers across NSW. GrainCorp supports the



transport of grain by rail, as it is more cost efficient than road freight. Our investment and commitment to rail in NSW will ensure that rail continues to be the transport mode of choice for our grain logistics activities," Mr Irwin said.

► **Further moves toward single rail regulator**

The Australian Transport Council (ATC) representing Australia's Transport Ministers, has recommended that the Council of Australian Governments (COAG) agree on a transition to single national regulators covering rail safety, maritime safety and heavy vehicles, and a national investigator for rail accidents.

Welcoming the decision, National Transport Commission (NTC) Chief Executive Nick Dimopoulos said, "This is an important and historic step toward ATC's goal of a genuine national market in transport. As Australia's transport task grows, a more streamlined regulatory system will deliver long-term safety and productivity gains.

"NTC has worked closely with all governments, industry and unions to develop the proposal for a single national rail safety regulator and investigator. Currently a third of the rail industry has operations in multiple states and deal with two or more regulators.

"Dealing with a single body administering one set of regulations and processes will reduce industry compliance costs and allow rail operators to grow their business safely.

In September 2008 COAG requested the ATC to prepare Regulatory Impact Statements (RISs) on single national systems for heavy vehicle regulation, maritime safety, and rail safety regulation and investigation.

The ATC has agreed to endorse each of the three final RISs for transmission to COAG. The recommended option in each RIS is for a single national regulator. Broadly, ATC is recommending that COAG agree to proceed to further develop arrangements.

ATC is proposing to resolve certain key matters first and report to COAG in each case not later than the middle of 2010. These matters include which jurisdiction will host the proposed national regulator and the laws for rail and heavy vehicles, and how implementation and ongoing costs for each national system will be met.

► **ODG says jobs shortage remains in rail**

The Global Financial Crisis and the infrastructure investment stimulus it has attracted have further exacerbated the shortage of skilled workers in the Australian rail industry, according to O'Donnell Griffin Rail General Manager Mr David Howe.

A recent report by HR consultancy Infohrm found Australia's rail industry investment was being threatened by 40% of employees approaching retirement age and a

dearth of training over the past 20 years. The report estimated that even if the current numbers in operational roles were maintained, retirements and lack of available specialised skilled resources would result in a shortfall of between 2200 and 3200 employees.

Mr Howe said the industry was going through a catch-up period as investment returned and rail became a relevant career choice again. He said one of the most significant concerns of recent years has been the lack of Graduate Engineers entering the industry. To overcome this, O'Donnell Griffin (ODG) has developed its own Rail Engineering Graduate program, offering post graduate studies in Rail Signalling, offered by the Central Queensland University.

Mr Howe advised ODG is recruiting recently graduated dual degree engineers and sponsoring each graduate through the Rail Signalling degree by correspondence over three years. The first graduate intake to commence the course has just completed its first year at Central Queensland University and a second intake has commenced in 2009.

"However, even with the added bonus of competitive salary packages to attract these high quality graduates to the industry, there remains an ongoing critical shortage of people for the positions available. The transformation that has occurred with the industry has made it a keenly sought after vocation. It might be a different choice to IT and Construction engineering that normally attracts graduates, but the scope for challenging and diverse job opportunities in the Australian rail industry is extraordinary."

► **Reduced transit times on ARTC North South corridor**

The first benefits are about to be gained from Australian Rail Track Corporation's (ARTC) \$2.4 billion upgrade of the North South rail corridor with freight transit times between Brisbane, Sydney and Melbourne set to be reduced with the release of the new 'first stage' timetable for the North Coast.

This is the first stage of three timetable updates resulting from the significant upgrade of the corridor.

ARTC CEO David Marchant said, "The new timetable released by ARTC shows that Section Run Times on the North Coast have been reduced based on modelling including both the 'Up' and 'Down' directions."

"Specifically, steel trains running from Morandoo (NSW) to Acacia Ridge have had their average transit time reduced by 2 hours 22 minutes to 17 hours 34 minutes, and on the return journey the average transit time has been reduced by 1 hr 39 minutes to 16 hours 1 minute.

"Intermodal Superfreighter trains running from Islington Junction (NSW) to Acacia Ridge have had their average transit times reduced by 1 hr 19 minutes to 14 hours 37

minutes, and on the return journey the average transit time has been reduced by 1 hr to 14 hours 45 minutes."

Mr Marchant explained that the upgrade of the North South rail corridor has led to significant fuel savings as well as environmental benefits.

"Fuel savings arising from the 'first stage' timetable for the steel and intermodal trains on the North Coast have been estimated based on reduced section run times to yield savings of greater than 750,000 litres per year. This translates into reduced CO² emissions estimated at greater than 2 million kg per year," he said.

The 'second stage' timetable will be released in October/November 2009 following further upgrades to the rail corridor.

The 'third stage' timetable will be released in April/May 2010 following the completion of the Southern Sydney Freight Line along with other works.

These stages will be coordinated with Railcorp's timetables in Sydney.

The \$2.4 billion upgrade of the North South rail corridor has seen a series of new passing lanes and loops installed between Brisbane and Melbourne, along with the insertion of nearly 1,500 kilometres of new concrete sleepers and new signalling technology.

Once the upgrades are completed, ARTC says it will be able to offer the freight industry transit times as low as 10 hours 40 minutes between Sydney and Melbourne and 15 hours 35 minutes between Sydney and Brisbane.



► All change for Melbourne trains/ trams

Connex has lost the contract to operate Melbourne's train system, with Hong Kong based company Metro Trains Melbourne to take its place.

The city's trams will also have a new operator with Keolis Downer EDI replacing the incumbent Yarra Trams as the government's preferred tenderer.

Metro Trains Melbourne (MTM) will operate the train network for eight years, with an option to extend its term for a further seven. MTM is a joint venture between Hong Kong's MTR Corporation Ltd, John Holland Melbourne Rail Franchise Pty Ltd and United Group Rail Services Ltd. MTR also operates the London Overground.

The new contract will include a customer service regime, offering incentives for MTM to improve customer service announcements, cleanliness, graffiti removal and increased personal safety on the rail network. Beginning in December 2009, the contract will also include a 50% increase in funding for rail maintenance.



2010 RTSA ANNUAL RAILWAY ENGINEERING AWARDS

In 2010 the RTSA is offering awards in five different categories, being; Individual, Industry, Young Railway Engineer, Railway Engineering Student Thesis and Contact Mechanics.

The cash component of both the Railway Engineering Student Thesis Award and the Contact Mechanics Award has been increased to \$4,000 and that for the Young Railway Engineer Award has been increased to \$1,000

The nominations for the 2010 Engineering Student Thesis Award and the Contact Mechanics Award **will close on 27 November 2009** and for all the other categories of award nominations **will close on 28 February 2010**.

More details of all of the RTSA awards can be found at

www.rtsa.com.au

Rail Industry Safety & Standards Board Update

RISSB Board Decisions – 28 May 2009

At its meeting on 28 May 2009 the RISSB Board approved the following documents:

- National Code of Practice Volume 4 - Infrastructure
- Security Handbooks on managing and assessing security risk (SECBOOK 7-1 and SECBOOK 7-2).

The ARA Executive subsequently agreed to make these documents public.

The Board also endorsed a proposal for rail organisations to work with the trucking industry and provide opportunities for truck drivers to ride in a cab and observe first-hand the issues that train drivers must contend with when approaching level crossings.

The Board agreed that this initiative should be pursued by rail organisations through their respective state trucking associations. Accordingly the General Manager RISSB will write to Rail CEOs providing the details of the proposal as well as advising them of the respective trucking association points of contacts.

National Rail Safety Week 2009

National Rail Safety Week will be held from Friday 24 July until 31 July 2009. The RISSB website www.rissb.com.au has a link to a webpage dedicated to the week.

The Week will be launched by an ARA dinner at the State Library of Victoria on Friday 24 July 2009; the Master of Ceremonies for the evening will be Mr Peter Fitzsimons (ex Wallaby player, popular author and Sydney Radio personality) and the guest speaker will be Mr Chris Cairns (former New Zealand cricket captain and founder of the Chris Cairns Level Crossing Foundation).

The Hon Anthony Albanese MP and the Hon John Brumby MP have also been invited to the dinner. Readers of this Communiqué are requested to support NRSW by attending the dinner. Seats are limited so it would be wise to register early. A registration form will be available on Friday 12 June, 2009 from the ARA and RISSB websites.

Level Crossing Stocktake

Under direction from the ARA Executive, the RISSB recently completed an Australasian level crossing review which indicates that the total number of operational level crossings in Australia exceeds 23,532 (this does not include Victorian private and maintenance crossings as they have yet to be counted); whilst New Zealand has approximately 3,277 level crossings.

These figures include public, private, pedestrian and sugarcane level crossings and are obviously much larger than the figures of 9,400 or 7,943 previously used to tally Australian public level crossings. The RISSB collaborated with Track Owners to conduct this review.

Rolling Stock Standards For Open Review

The following rolling stock standards will be released for open review in the coming months:

- RDS 7501 "Railway rolling stock - Certification" - to be released for its first open review - target date for release June 2009.
- RDS 7518 "Railway rolling stock - Suspension" Parts 1 to 4 - to be released for their second open review - target date for release early July 2009.
- RDS 7522 "Railway rolling stock - Access & Egress" Parts 1 to 4 - to be released for their third open review - target date for release end July 2009. These were previously released in 2006 & 2007 as the Roll 22 "Access & Egress" standards.

For further information contact Steven Rykers, Project Manager - Rolling Stock Standards
steven.rykers@qr.com.au



Society and Chapter News



South Australia

In South Australia, our meeting programme is providing interesting and high quality presentations.

The meeting on **2 April** featured a most successful trial lunchtime event, held jointly with and hosted by the Permanent Way Institution. An excellent attendance heard an address by Alex Ivachev, CEO of Rail Technology International, describing his company's activities, in particular the start-up of a recent ultrasonic testing contract awarded by ARTC.

On **7 May**, the meeting featured two presentations. The first, from Chapter member, Robert Schweiger updated members on recent events in the development of Australian Standards for railway track materials (AS 1085 series). The second presentation by John Lazaro and Neil Balbirnie of Pacific Rail Engineering covered recent developments in turnout technology.

The **4 June** meeting comprised a most interesting presentation on trends in rail maintenance, delivered by Peter Mutton, Associate Director, Institute of Railway Technology, Monash University. The Chapter is grateful to Peter for making himself available for the occasion.

Upcoming Events

Thursday 2 July 2009

A presentation by Philip Agnew of the Department for Transport, Energy and Infrastructure (DTEI) on the upgrading of the Belair Line, a major project presently underway in Adelaide. Engineering House, 11 Bagot St, North Adelaide - 5.30pm for 6.10pm.

Thursday 6 August 2009

The RTSA South Australian Chapter will again be meeting with the Mechanical Joint Technical Programme Committee on a topic of mutual interest. This follows a similar successful event last year.

Thursday 3 September 2009

Annual joint meeting hosted by IRSE, to again be held at the Gil Langley Room, Adelaide Oval. Guest speaker will be Mike van de Worp, General Manager Communications & Control Systems, ARTC, who will speak on ARTC's proposed new automatic train management system.

Full details of Chapter activities (including venues, meeting times, programmes), and summaries of meeting presentations, are contained in the monthly Chapter newsletter, published on the RTSA website.

Duncan McLeod, SA Chapter Chair

Queensland

Chairman's Comments

The state is for sale! Ironically almost within hours of the Tasmanian Government announcing the return of their above rail operations to state control the Queensland Government passed a Bill into legislation putting QR, and other state assets on the market.

On the 2 June 2009, the Premier made a Ministerial Statement to Parliament announcing the "Renewing Queensland Plan to restructure our asset portfolio..." On the 22 of June Act No. 21 of 2009, the Infrastructure Investment (Asset Restructuring and Disposal) Act 2009, was passed into legislation.

In her speech on the second, Premier Bligh stated the Queensland Government would;

- Offer QR's coal network for sale, possibly offering the Goonyella and Newlands systems together with the Abbot Point Coal Loader,
- examine the potential for the sale of QR's bulk and regional freight, retail and intermodal assets and businesses.
- Have the proposed northern missing link built by the private sector.
- Offer QRNetwork to the Commonwealth for the sale or lease to Australian Rail Track Corporation. and
- Keep all passenger rail services in State ownership.
- The Act passed on the 22nd lists eight declared projects, two of which are the sale of all QR assets except for "a passenger service business".

Perhaps the Tasmanian Government could add the Queensland and Western Australian rail operations to their rail business.

The act has a five year life and the disposal of QR and the Abbot Point coal loader have been listed as the last two projects. Five years is a long time in politics. The chapter committee is exploring the possibility of a technical meeting on the topic of the sale.

Annual General Meeting - 22 July

Before you get too upset at the possibility of a state asset, or liability, being offered for sale, or too excited at the prospect of picking up said asset (or liability), get ready for the 2009 Queensland Chapter AGM. A railway technical society AGM sounds great you say, well it is.

July is the month of the RTSA Queensland Chapter Annual General Meeting, Dinner and Trivia Extravaganza.

Wednesday the 22nd is the day and the Queensland Irish Club is the venue.

The society encourages all members to attend the AGM. It is an opportunity for you to steer the chapter's activities. The society wishes to see anyone who has an interest in the rail industry come and enjoy the company and the dinner. Tradition forces the chapter to run the trivia event.

Recent Meetings

Meetings to note since last report.

25 March 2009

Larry Matters from the ATSB gave a presentation on Human Factors relating to SPADS and an update on the current ATSB Level Crossing incident investigations. Larry emphasised the dangers of using mobile phones for calls, or sending text messages, while in control of a train.

Larry used the collision in California in September 2008 between a Metrolink passenger train and a freight train as an example. A SPAD by the driver of the Metrolink train caused the collision. The log of the driver's mobile phone use showed intensive text messaging activity at the time his train was passing the signal at danger. (*Attendees 65*)

22 April 2009

At a joint meeting with the Risk Engineering Society, Jeff Gates and Dave Schonfeld spoke about rolling stock failures and investigations. The presentations were well received and there have been requests for a follow up meeting. (*Attendees 72*)

19 May 2009

An afternoon seminar was held with the Society of Sustainable and Environmental Engineering and the Transport Panel on sustainable transport in South East Queensland. This was very well received by those who attended. (*Attendees approx 120*)

27 May 2009

Jeromy Claridge gave a presentation on rail and the environment. He indicated that planning requirements are still evolving and becoming more onerous. The talk led to a lively discussion. (*Attendees 45*)

Also in the last quarter, two extra activities were added to the regular program of monthly technical meetings. Small groups were treated to an inspection of the new QR 80 stone rail grinder and a site visit to the Robina to Varsity Lakes extension of the Gold Coast Line.

Upcoming Events

22 July 2009

Railway Technical Society of Australasia Queensland Chapter Annual General Meeting, Dinner and Trivia Extravaganza.

The event will be held in Brisbane at the Irish Club. Members should keep the night free and watch for the flyer which will be distributed soon. An entertaining evening is assured.

26 August 2009

Possible talk on advances in rolling stock technology. Details to be confirmed

15 September 2009

Possible combined meeting with a EA local group. Details to be confirmed.

23 September 2009

Topic and speaker to be confirmed.

28 October 2009

Topic and speaker to be confirmed.

25 November 2009

Topic and speaker to be confirmed.

December 2009

December Technical meeting and Christmas Drinks. Date, topic and speaker to be confirmed.

Please see the RTSA website for more info and dates

The committee is keen to hear ideas from members of topics they would like to hear, or that they could give a presentation on, or see a particular field trip arranged. Remember it is your RTSA.

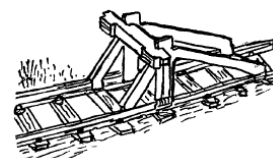
Membership of the Queensland Chapter has exceeded the target of 200. We are now working on 220 in a state with over 20 000 people working in the rail industry. This should not be too difficult. If you have colleagues who may be interested or benefit from membership, please encourage them. The society is *for all who have an interest in railway technology and management...*

Remember, Most of the RTSA Queensland Chapter technical presentations can be streamed through the Engineers Australia Queensland Division website.

<http://eaq.mediavisionz.com.au/>

We look forward to seeing you at the AGM.

John Davey,
Queensland Chapter Secretary
Alex Howie
Queensland Chapter Chair



Victoria & Tasmania

The calendar of events for the Victorian Chapter continues to be successful and offers chapter members who can attend a diverse range of topics.

18 March 2009

Tony Canavan, Co ordinator General - Nation Building and Jobs Plan, Department of Premier and Cabinet, spoke for almost an hour on the much published Eddington report and related subject matter.

His topic was titled 'Investing in our future-Building tomorrows transport system' It was standing room only as Tony went through the evolution of Melbourne demographics for transport requirements, particularly in the service industry, which has moved to replace that of the manufacturing industry. He touched on the reshaping of the Melbourne/Victorian economy and how it is being reshaped to underpin a Global competitive services economy.

An Economist talking to a group of rail engineers and technical associates produced an attentive and, as shown at question time, a very inquisitive group at that.

15 April 2009

A site visit to the Bombardier rail vehicle construction and repair facilities at Dandenong. Here, the 52 attendees representing a wide range of participants in the rail industry, were able to view and discuss the construction of VLocity rails cars for V/Line and the refurbishment of Explorer and Endeavour cars for RailCorp, NSW. Given that the weather conditions on the night were not conducive to venturing out, the attendance at Bombardier was far better than expected and the refreshments provided by Bombardier were very gratefully received.

15 May 2009

Annual Dinner function at the Vibe Savoy hotel. We managed to squeeze in 115 guests before we were forced to close the booking requests. Bigger venue for next year!

Our guest presenter was Mr Jonathan Metcalfe, Executive Chairman for Connex Melbourne Pty Ltd. The subject for the night was 'Managing Infrastructure whilst meeting high levels of Service delivery'

The night began very tenuously. Like Murphy's law, "if anything can go wrong it will". When Jonathan arrived for the evening, he was concerned that the data projector was not communicating as it should with the PC, and became even more alarmed when he saw no less than 4 engineers attempting to correct it. Fortunately they did, and the evening went smoothly from there.

He outlined the tremendous patronage growth of 38% in 3 years and the culture change that is needed to be able to

now meet passenger expectations and deliver the best in customer experience.

Included in the provision of better customer services is the delivery of major projects which need to be planned and implemented with the least impact on the travelling public.

Again the level of interest was evident from the questions that came from the floor and the evening was voted a night of success.

Included in the night's events was a presentation by Exec Chairman Martin Baggott to Ravi Ravitharan in acknowledgment his excellent services to the RTSA over the years of his involvement to date. We know it won't stop here Ravi.

Russell Trevaskis
Victoria & Tasmania Chapter Chair

New South Wales

Below is the New South Wales Chapter technical programme for the coming months.

1 July 2009

Kevin Warrell, CEO, Metro Transport Sydney, Sydney Light Rail & Monorail.

5 August 2009

Stephen Walsh, GM, Hardface Technologys – Rebuilding rail track in situ.

2 September 2009

David Wynd, Projects & Engineering manager, Faiveley Transport Aust – Electronically controlled braking.

7 October 2009

Peter Moore, Executive Director, UITP Australia – Presentation on UITP & urban transport.

4 November 2009

To be advised.

2 December 2009

Alan Gardener, Manager Infrastructure & Engineering, RISSB - Restoration of NSWGR Beyer-Garratt Steam Locomotive 6029.

Any interstate RTSA members visiting Sydney on the first Wednesday of any month are most welcome to attend our lunch time talks which are all held at the Concourse Meeting Room at Sydney's Central Station, meeting at 11.30 am for a noon start.

RTSA Sydney Dinner

We are also planning a formal dinner for 6 August 2009. This is the first time we have had a formal dinner within the NSW Chapter and we hope it will become an annual event. The idea is that we want to get rail colleagues and

partners together, both young and old, to mix socially, to share their life experiences and for young people to share their aspirations. It will be away from the normal 'rail industry' talks, with an entertaining dinner speaker, with fine food, fine wine and fine company!

It will be a non-commercial event with dress code lounge suit and tie for gentlemen and cocktail dress for ladies.

RTSA members from other states are most welcome to attend. Details of the exact time and how to obtain tickets will be broadcast shortly with a NSW flier.

STORE Asian metro study tour 2009

The Asia Study Tour of Metros (STORE) is shaping to be really exciting! We have been able to extend the numbers to 27, but had to stop advertising the event some time ago despite expressions of interest still coming in.

I am very grateful for the support of Gerard Moroney, Candice Ng and the sub-committee of STORE. These events have a long gestation period (this one will be nearly a year) and will be over in a very short time (10 days). The sub-committee is committed to making this tour a great success, and we have wonderful support from many different rail organisations across Asia. I am sure those coming on the tour will find it both enjoyable and educational.

Andrew Honan, NSW Chapter Chair

Western Australia

The WA Chapter activities are proving very popular this year with an average attendance level almost double 2008 attendance levels. Three lunchtime presentations have been held since the last edition of Rail Horizons.

March 26 2009

Peter Martinovich, Director of Infrastructure Planning for the Public Transport Authority of WA spoke to the topic A Review of the Perth Rapid Transit Network Performance and a Look at Potential New Projects. Peter's presentation was very interesting and examined the performance and lessons learnt on the Rapid Transport Network in Perth and covered the potential for rail extensions to Perth Airport, Bunbury in the south and Yanchep in the north.

April 22 2009

Prof. Peter Newman, Professor of Sustainability, Curtin University of Technology and Advisory Council Member, Infrastructure Australia was the speaker. His topic 'Sustaining the Development of Urban Rail - A Look Towards the Future' was based around the book he recently co-authored titled 'Resilient Cities: Responding to Peak Oil and Climate Change'. Peter's thesis is that rail has a very significant role to play in cities of the future as

the world deals with the twin issues of peak oil and climate change.

28 May 2009

The presentation took a broader look at infrastructure (including a tourist railway) on Perth's premier tourist destination, Rottnest Island. Rottnest is an iconic destination with 63 bays and beaches attracting around 500,000 visitors annually. The business provides 2,500+ visitor beds per night which together with 17 privately leased businesses and associated services constitute WA's largest holiday village, with the potential to become one of Australia's most successful tourism operations.

Using the presentation title 'Rottnest Island - Its Infrastructure and the Challenges' Paolo Amaranti, CEO, Rottnest Island Authority took the audience through a tour of the management of the Island with particular reference to its infrastructure and the need to deliver a seamless service to the public.

Upcoming Events

30 July 2009

Alliancing for the Delivery of Rail Projects. Richard Morwood - Director Alliancing, Maunsell AECOM

A full program for the remainder of the year can be viewed on the WA Chapter section of the RTSA website.

CORE 2008 Website

The CORE 2008 website has been updated and now includes:

- copies of papers and presentation slides
- video highlights featuring - conference overview, panel discussion, trade exhibition, youth scholarship awards program, Gala Dinner, delegates feedback
- Photo Gallery - photo highlights from the conference. A full set of photos (approx 1200) can be accessed via the links CORE 2008 Highlights: Photo Gallery: Australian Convention Photography: Gallery: Recent Shoots: CORE. Check out the paparazzi shots before the gala dinner.

The WA Chapter looks forward to the continuing strong support from members.

*John Goodall
WA Chapter Chair*

New Zealand

"Capital Rising" is the title of the next meeting of the NZ Chapter reflecting the rise of passenger rail in Wellington, New Zealand's capital city. Two presentations will cover the infrastructure works and rolling stock aspects of the Wellington Regional Rail Program. The meeting will be held in on 1 July at 5:30.

Dates are still being set for the remainder of the year but a highlight will be a combined session with IRSE in September.

Delegates to CORE2010 in Wellington from 12-15 September 2010 will have the opportunity to see the Wellington upgrade first hand when they visit. Members of the RTSA Executive who met in February to see the Wellington Convention Centre facilities also got a taste of the cities rail upgrade when they took a trip on the Johnsonville line, where major works to lower tunnels and lengthen crossing loops above the Ngaio Gorge leading out of the city have been underway. They were impressed with the environmental and engineering challenges and the interest they would offer CORE delegates.

CORE 2010 planning is well underway by the New Zealand team and delegates can expect the usual strong program of technical papers plus the opportunity to experience some of the unique aspects of New Zealand operations and projects. On behalf of the NZ Chapter I urge you to mark your diary for 12-15 September 2010.

www.core2010.org.nz

Andrew Hunt
NZ Chapter Chair

2009 RTSA ANNUAL AWARDS

Annually, the RTSA seeks nominations for a number of prestigious awards amongst which are the Railway Engineering Student Thesis Award and the Young Railway Engineer Award.

In 2009, the **Railway Engineering Student Thesis Award** was made to Messrs Patrick van Raay and Alexander Chen of Monash University, Clayton, Victoria for their thesis; *Experimental Investigation: Horizontal Split Web Failures in Flash-Butt Welded Rails*

The thesis presents a detailed account of the research, theory, finite element and experimental techniques used to design and implement an experimental procedure for fatigue testing flash-butt welded rails in the horizontal split web mode. The award was presented on 20 May 2009 by Mr Ravi Ravitharan, Business Manager, Institute of Railway Technology and the RTSA's Immediate Past Executive Chairman, at the Monash University Faculty of Engineering Awards Dinner.

Two runners up awards were made respectively to Mr Mathew Apolo of the University of Wollongong, New South Wales for his thesis *Laboratory Evaluation of Smear Zone within PVD Improved Soft Clay Subjected to Cyclic Loading* and to Messrs Liam Parmer-Cannon and Andrew James of the Swinburne University of Technology in Victoria for

their thesis entitled *Analysis on Rail Capacity - Werribee Corridor*.

Presently, Mr Apolo is overseas and his award will be presented to him on his return.

The presentation to Messrs Palmer-Cannon and James was made by Mr Martin Baggott, Executive Chairman of the RTSA, on 29 May 2009 at the Swinburne University Awards Ceremony.

The 2009 **Young Railway Engineers Award has been made** to two recipients, the first being Mr David Coker who is a Technical Manager with the Transport Infrastructure Development Corporation. He was involved recently with the final stages of construction and commissioning of the Epping-Chatswood Rail Link. He has considerable experience as a specialist tunnel engineer acquired in Australia, Singapore and the UK.

He graduated from Sydney University with a bachelor of Engineering (Civil) degree and, in his final year, he received the prize for the best honours thesis. Mr Coker is a Chartered Professional Engineer, a Member of Engineers Australia and a Sydney Committee member of the Australasian Tunnelling Society.

The presentation to Mr Coker was made by Mr Andrew Honan, the Chair of the New South Wales Chapter of the RTSA at a general meeting of the Chapter on 6 May 2009.

The other recipient of the 2009 RTSA Young Railway Engineer Award is Mr Chris Gordon who is a Senior Signals Engineer with Coffey Rail Pty Ltd, Melbourne. In this role, he is responsible for a variety of train operation and signalling projects, which notably have included the Regional Fast Train, the Diamond Creek Re-signalling Scheme and the Vic Track Level Crossing Upgrade Project. In addition, he has compiled VicSig, the largest single database of Victoria rail related information in Australia.

He graduated from the University of Melbourne with a double degree in Engineering (Civil) and Science (Computer Science) and, since then, he has completed a Post Graduate Diploma in Railway Signalling offered by the Central Queensland University. Mr Gordon is a Member of Engineers Australia, a Member of the Institution of Railway Signal Engineers and a Member of the RTSA.

Mr Gordon has yet to be presented with his award although arrangements are in hand for this to happen sometime in July or August at a suitable local meeting of the Victoria Chapter of the RTSA.

[See over for pictures of the Award winners](#)



Student Thesis Award presentation – (L to R) Glenda Graham (Executive Director, Engineers Australia Victoria Division), Alexander Chen, Patrick van Raay, Ravi Ravitharan



Student Thesis Award presentation runners up Liam Parmer-Cannon and Andrew James receive their awards from RTSA National Chairman Martin Baggott (centre)



David Coker receives his 2009 Young Railway Engineer Award from RTSA NSW Chapter Chair, Andrew Honan (right)

