

From the Executive Chair

I am honoured to represent the RTSA as its Executive Chair and would like to begin my term by thanking the previous committee and our former Executive Chair, Martin Baggott, for carrying on the great tradition and making sure that the Society is well set up for the future. For my term I am joined by Katharina Gerstmann from New South Wales, recently elected as Deputy Chair as well as a very dedicated Executive that will work hard on your behalf. Your ongoing support is also important and I would welcome anyone keen to volunteer to assist with submissions and other organisational tasks.

To introduce myself, I have a background in rail infrastructure engineering planning and projects and have been privileged to work in New Zealand, Australia and Great Britain for the past 28 years. I am presently based in Wellington, New Zealand, but expect to be making frequent trips across the 'ditch' during my term of office.

In taking over the reins I am conscious of the huge program of modernisation to which RTSA has committed to. You will recall that the Executive Committee met in July this year and considered the results of your membership survey. Thank you for the great insights into your desires, and as you will read elsewhere we are progressively responding to those.

We heard that you wished the RTSA to take more of a leadership position. We respectfully interpreted that term 'leadership' to mean technical leadership because our colleagues in the ARA currently represent the industry in commercial and business leadership.

We have offered our technical services and in fact will provide our technical views to the ARA and other industry bodies so that technical matters are properly represented. As our membership is mainly drawn from the engineering and operating disciplines, we deal in facts and laws of nature. We will apply those to the issues at hand and seek to ensure that such issues are correctly communicated to decision makers. For example you may have been disappointed about the level of political debate over the now abandoned Metro projects in Sydney. We can tell the politicians that Metro technology is well proven and that implementing it is low risk. We can

also dispel the myths associated with system reliability and how to get it as good as Hong Kong.

The RTSA will also continue to work with its parent bodies, Engineers Australia and IPENZ, to provide informed input and commentary on issues such as transport policy development and initiatives such as the recent EA state infrastructure report cards. That's how we will provide leadership.

We also heard that you think it's time we revamped our image. We have started by beginning the process of redesigning our logos, to make it clearer that the RTSA organises our main conference CORE and to simplify the current logo that incorporates both Engineers Australia and IPENZ organisations' logos. We are also planning to upgrade our website to become interactive and comprehensive so that it can become the focal point of the RTSA's communication, transaction, and information sourcing processes.

We will continue with our successful *Meet the Railway People Expos* and our focus on young people being mentored in the early stages of their career and with attracting new students and graduates. The complimentary activities include being part of the KnowledgeBank being run by the CRC for Rail Innovation, contributing to the Transport Engineering Journal, and raising our image to high school students and university students.

We are never without an event, running about 70 events per year across Australia and New Zealand. Forthcoming major events are *Meet the Railway People* in Brisbane and AusRAIL, both in November. We are also represented at the NSW PWI Convention, a large event that we are very pleased to be associated with. We particularly look forward particularly to CORE2012 in Brisbane, for which planning has already begun, and which I'm sure will build upon the success of recent COREs.

I look forward to meeting with you all at chapter events over the next couple of years. I can also be contacted at chair@rtsa.com.au

Simon Wood
RTSA Executive Chair

Rail Horizons

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Railway Technical Society of Australasia
PO Box 6238
Kingston ACT 2604

www.rtsa.com.au

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Editorial Contact:

Mark Carter

PO Box 595

Prospect East SA 5082

e-mail: grms@bigpond.com

Point of View

Mark Carter

A few weeks ago the local ABC morning radio show was on in the background and the presenter was questioning a 'tree expert' following the wild weekend storms that had uprooted numerous trees across Adelaide.

The interview comprised the usual hand-ringing, 'who can we blame' game that seems to follow any such event in Australia these days. The presenter fell back on the old clichéd question, "Is a tree more valuable than a human life" - in other words why don't we just get rid of all the trees?

Now while it has be acknowledged that there is the odd distressing fatality associated with tree falling branches, it could hardly be considered to be something that is reaching epidemic proportions.

So how could this possibly tie in with the rail industry?

My own thoughts immediately went to the national road toll which accounts for around 1450 deaths and over 30,000 serious injuries on our roads each year, costing an estimated \$35 billion annually.

Imagine the reception I would have received had I rung up the ABC and suggested that we should abandon all road transport immediately, based on the premise "Is your journey to work more valuable than a human life?"

Of course I wouldn't be daft enough to suggest such a thing, but it highlights the blithe acceptance of the current epidemic on our roads.

In the lead up to the Federal Election, the Australasian Railway Association (ARA) issued a number of press releases highlighting the unacceptable financial costs attributable to the national road toll, partially linking it to a lack of coordinated public transport research and planning in Australia.

The ARA has published a new study *The Cost of Road Crashes* that highlights the cost of road collisions in Australia. It analyses the cost of road accidents using the most recent global methods and statistical values, correcting inconsistent methods that are used by Australian policy makers.

ARA CEO, Brian Nye says "This is a very important study as it outlines the true cost of road accidents using internationally recognised methods, something that has not been done in Australia to date.

"I am concerned that the National Transport Commission (NTC) and other Government agencies are making decisions on Australia's future transport networks without taking into account the costs it will impose on people's safety, the liveability of our local communities and the state of our environment."

Following on from the release of the report a joint letter was issued by the ARA, Bus Industry Confederation (BIC), Cycling Promotion Fund (CPF) and International Association of Public Transport (UITP), urging all political parties to commit to a Productivity Commission investigation into the costs of urban congestion, road accidents, environmental degradation, climate change and energy security associated with Australia's transport use.

Nye says the heavy congestion and lack of public infrastructure in Sydney's west, is a prime example of the current short-sightedness.

"To date, transport decisions have been shaped by short-term budgetary concerns and ad-hoc planning with little regard to putting in place a reliable, safe and sustainable transport system for Australia's future."

UITP Transport Executive Director, Peter Moore said, "Public transport offers the best opportunities to address some of the major issues facing society. Changing peoples' travel habits to forms other than private vehicles can significantly improve Australia's quality of life.

"Public transport needs expanded capacity and we need incentives to take public transport towards enhanced infrastructure and quality, cost effective, high performance systems."

In the lead up to the recent federal election, three of the groups, ARA, BIC and UITP called for the incoming government to take a national leadership role by recognizing public transport as a national issue and that the attitude that public transport is a State-only issue is out-dated.

Brian Nye said, "The incoming Government needs to expand their thinking beyond improving road infrastructure and focus on mass transit modes such as rail and buses. Road congestion is costing Australia up to \$15 billion per year and by 2020, the cost of this cost is predicted to double."

To improve Australia's public transport system, the report *Moving People - Solutions for a Growing Australia* recommends that the Federal Government set a national policy framework that aligns with the nation's long term outcomes such as congestion management, environmental improvement and better health and safety.

The report also recommends that the Federal Government provides strategic funding to jurisdictions for projects that would result in transformational change of transport systems.

Given the current post-election impasse it will be interesting to see how far these ideas are progressed. While they will no doubt sit well with the new 'alliance' between The Greens and The Labor Party, should the balance of power end up with the three key mainland independents it might be another matter. The needs of a bunch of city

slickers hamstrung by increased road congestion are unlikely to appeal to their rural electorates.

To download *The Cost of Road Crashes* report, visit <http://www.ara.net.au/UserFiles/file/Publications/TheCostofRoadCrashesReport.pdf>

To view the *Moving People - Solutions for a Growing Australia* report, visit: http://www.ara.net.au/site/urban_mobility.php

A modified version of this article originally appeared on the Rail Express Newswire

<http://www.railexpress.com.au/editors-blog/>

Shared road and rail corridors

by Philip Laird

Shared road/ rail corridors are land corridors used for both road and rail. They are used extensively in Perth and throughout Queensland.

In 2006, the RTSA Government Relations Committee (chaired then by Andrew Honan) made submissions to the NSW Roads and Traffic Authority to make provision for shared corridors for two Pacific Highway upgrades: Moorland to Herons Creek; and Kempsey to Eungai.

The General Purpose Standing Committee No 4 of the NSW Legislative Council in its 2006 Pacific Highway Upgrades report [p 109] noted the view of the RTSA re shared corridors that:

"... if you are going in there with roads, look at it for rail because it is only very marginal to acquire a bit more land while at the same time doing a road, or while you are doing the bulk earth works for the road you can do the bulk earth works for the rail, and the marginal costs to complete the rail line are insignificant..."

Surely in the concept stage we could look at the combined rail – road corridor from an environmental and social point of view."

Shared road/ rail corridors were also favourably noted at a July 2008 Sydney Rail Summit presentation by Gary Gray MP on behalf of Minister Albanese.

Although still waiting for a more positive approach to shared corridors from the NSW Government and its Roads and Traffic Authority, it is pleasing to see recent developments in Victoria. At the 3rd International Conference on Transportation and Logistics (T-LOG 2010) held at Kyushu University in Fukuoka City, Japan, VicRoads Manager, Planning Investigations, Mr Clive Mottram presented a paper "An Alternative Approach to Transport Corridor Planning in Melbourne, Australia."

The Abstract is of note and follows:

The ability to construct new transportation corridors around urban areas without major social and economic disruption and without going to much greater cost to construct tunnels or viaducts often requires transportation corridor planning to be undertaken many years before construction. With projected continuing rapid population growth and continued economic development, the need to plan for new population growth areas and for new intermodal freight terminals on Melbourne's outskirts, together with the need to plan major new transport corridors to serve these areas has become quite urgent. This paper describes the planning process which was adopted to locate a major new road and rail corridor, the Outer Metropolitan Ring/ E6 Transport Corridor. The paper describes a number of innovations in the planning process and community consultation approaches that were adopted to assist in achieving tight deadlines.

In regards to provision for rail for the Outer Metropolitan Ring (OMR), this "includes a minimum curve radius of 2600m to allow for 160 km/h conventional passenger trains or 250 km/h tilt trains. The rail provision also includes 7.1 m clearance at all bridge structures to allow for future double stacking of container trains. The corridor has been designed to allow for a 1% maximum grade to enable passage by long freight trains (up to 2 km in length). The provision for freight will enable a more direct rail bypass of the Melbourne urban area for interstate freight trains travelling between Adelaide and the future Donnybrook-Beveridge rail terminal and interstate to Sydney. The design concept also includes provision for rail connections between the OMR rail corridor and the existing Melbourne-Adelaide and Melbourne-Sydney interstate railways and the existing Melbourne-Ballarat railway (this latter connection being designed for freight rail movements only)."

Hopefully this commendable approach, with support in future from the Australian Government, can be extended. Candidates include the reservation of land for a High Speed Rail corridor in Eastern Australia (in line with the \$20 million study announced by the Australian Government in August 2010 and now due by July 2011) and a route for an Inland Railway through Victoria, NSW and Queensland.

Other Australian papers from T-LOG 2010 were:

Bi-Modal terminals and Mid-corridor connect intermodal solutions – A new leap in Freight Productivity

Prof Kim Hassall, University of Melbourne

The concept for a Bi-Modal terminal was developed in Australia and used for a major State Freight network strategy. (Dept of Transport, Victoria, 2008 "Freight futures"). The concept for Bi-modal terminals is one that exhibits aspects of both inter-modal and

multi-modal freight systems. The terminals are served by Performance Based Standard (High Productivity) road freight vehicles as one freight technology combined with a rail freight shuttle locomotive as the second vehicle technology. The combined power of these technologies, within a closed, or fixed, freight network can generate significant productivity improvements.

Bi-Modal terminals are useful in an urban environment as well as a long distance corridor environment. Another concept that can be used in conjunction with long distance corridor freight operations is that of 'mid-corridor connect' intermodal freight networks. Mid corridor connect solutions are useful in many 'semi' time sensitive freight operations and require the use of two modes inter-connecting at some point within a freight corridor. Freight is then exchanged to the other mode for delivery to a final terminal or distribution centre and achieving a lower cost than the fastest individual mode and with a better standard of customer services than the slowest individual freight mode. Despite the power of the 'mid corridor connect' concept few operators offer such a service to their customers. The paper examines two Australian case studies to show the power of 'mid corridor connect' solutions. Mid corridor connect solutions can also be used in conjunction with Bi-modal terminals.

On an interesting note, a potential mid-corridor connect solution outlined in the paper is an intermodal terminal at Wodonga with freight moved from Melbourne by rail or big trucks to Wodonga, then B-Doubles or semitrailers to Sydney.

Australian Rail Freight Productivity

*Prof Philip Laird, University of Wollongong
(paper available on request to plaird@uow.edu.au)*

Abstract: This paper outlines Australia's growing rail freight task, which has grown from about 110 billion tonne kilometres (btkm) in 1994-95 to 217 btkm in 2007-08. The major rail freight changes from 1995 are noted along with non-bulk rail freight movements on the East-West, North-South, Adelaide-Darwin and Brisbane-Cairns corridors. The rail transport of the exports of iron ore, coal and wheat is outlined, including the three fold growth of iron ore exports over the past decade (to 389 million tonnes in 2009-10). Road freight and energy efficiency issues are also addressed.

Productivity factors including speed-weight characteristics of certain main lines, and differing performance ranging from poor (eg North-South interstate rail freight) to world best practice (including iron ore and Central Queensland coal exports plus East-West interstate rail freight) are noted. The paper concludes that further track investment and land freight transport policy reform is needed within Australia.

The role of Rail in the Logistics chain and how does it guide future investment

by Frank J Hussey

Any transport task has an origin and a destination, and the different modes of transport (and storage) used between these nodes, and in the task, comprise what is currently known as the elements of a logistics chain. This article examines the role of rail in that chain and how it might be improved, and where rail investment should be directed based on how we might regard the future of freight and urban passenger movements based on a simple analysis of those movements.

Such is the nature of our current transport environment we can say (except for the most underdeveloped countries) that each of these origin/destination points is already connected by a road. In some few cases they are also directly connected by rail - particularly for bulk commodities (from mines to ports). Indeed examples of these mineral lines constitute most of the investment in rail over the past 30 to 40 years, particularly in Queensland and Western Australia (arguably crowding out public monies for urban rail expansion).

Consider the simple diagram of a logistics chain on the following page. The problem for rail is when the origin/destination points are not connected to rail - particularly if it is by a large margin i.e. when X and Y on the diagram are of a large length. We have seen that where $Y = 0$ and it is a port connection then some road traffic will flow along X and meet rail. This has characterised rail grain traffic for some years and some new bulk traffics (e.g. Road trains into Muckaty siding near Tennant creek for manganese traffic to Darwin Port).

The line in the diagram from the origin directly to the end user is of course the ROAD. This is given the Just in Time (JIT) label - all important now that most end users of products keep very small inventories and rely on a supply chain contractor to warehouse and deliver JIT. Increasingly that is the way transport is catered for in this country. Even with grain, the de-centralisation of the market has encouraged many farmers to increase on-farm storage, watch the movement of grain prices (via the internet) and load in onto a truck for JIT delivery to a shipper or miller and a more lucrative market/destination.

Rails relative success with shipping containers is when they are in concentrated volumes from a single or one or two sources (e.g. NSW Cotton), and port to port shipping container balancing movements, the latter having both X and Y at zero. However the infrastructure at the ports has not kept pace with the increase in train sizes and is still largely based on the old 'shunt and place' concept. This has created a double handling situation where boxes arriving by rail are placed in a separate stack and then

transferred later to the wharf. This situation was highlighted recently by Patricks at Port Botany (which has very inefficient rail connections) in justifying a steep increase in rail handling charges.

Trucking boxes into the ports is organised so as to eliminate this double handling. They are put into a queuing system which works them JIT to the shipping stack. Truck turnaround times are a key performance indicator for the ports and usually tightly managed.

Another problem for rail has been the distance between the points on the diagram where X and Y meet the railway line. Conventional wisdom has always regarded this as needing to be large number to justify the road movements needed for X and Y at the ends (E.g. Melb/Sydney - Perth intermodal terminals) But recently we have seen concerns over urban traffic congestion challenge this, with the promotion of urban freight centres where rail is (again) directly connected to the port, and of course we have the wonderful example of the 25 km cement train task in Devonport. However the double handling costs involved in using rail for short distance intermodal movements may require subsidies (as currently the case in Victoria with its regional freight centres) justified on the basis of reducing socially expensive road congestion.

In each capital city (and some regional ones) at least one rail operator has an intermodal terminal to transfer containers from road to rail and vice versa - but are these the right modes for non bulk traffic? The success of SCT offers a different answer. So does the success of PNQ in moving pallet friendly containers between warehouses in Brisbane, Townsville and Cairns (similarly FreightLink (now GWA) to Darwin). The vast majority of trucks pounding the interstate highways are not carrying containers - they are B Doubles stacked with palletised freight, going from the manufacturers' warehouse to the distributors' warehouse.

This suggests to me that where rail has really lost the plot (except for SCT) is in non bulk traffic and its palletised nature, and future investment and strategy for rail needs to address this. It seems that we may have already missed many opportunities by allowing the two big supermarket chains to build their big distribution warehouses without rail connections - in some cases missing potential rail links by short distances (Woolworths at Gepps Cross and Coles at Salisbury to give two South Australian examples).

Rail has never been seen to be in this JIT league - but provided X and $Y = 0$ at the bulk receiver and distribution warehouses rail can still be in the game (again as SCT and PNQ show).

The same diagram is applicable to urban passenger transport - and again it is the case that there is a road literally at our front door, and outside our workplaces. Again the X and Y distances are relevant as are the factors of time taken (vs. car travel), convenience and single vs

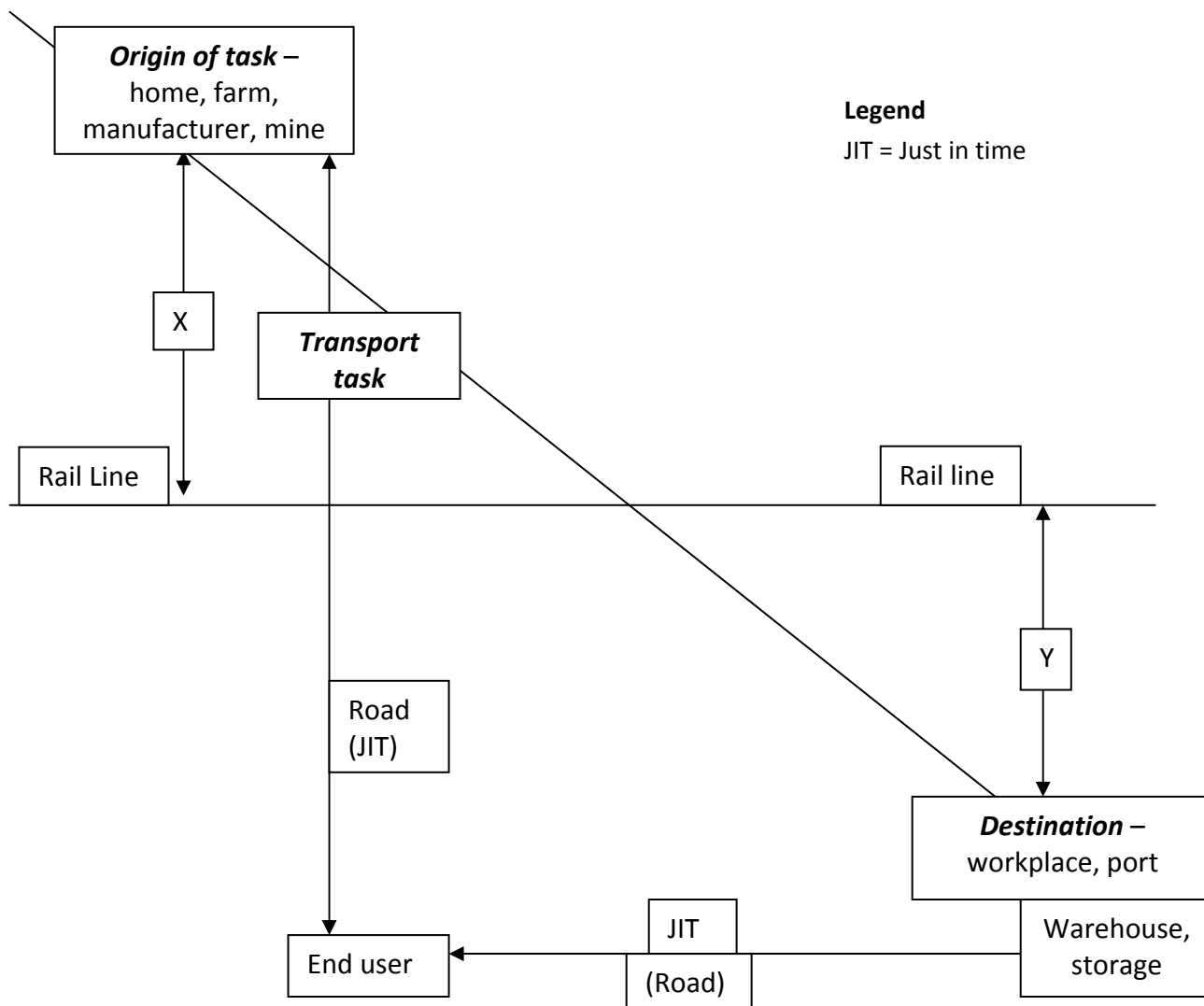
multi modes to complete the journey. I am old enough to remember suburbia when there was a tram, bus or station at the end of the street and one past my school or into the city for work. Our failure has been to allow urban sprawl and workplace/shopping mall development to centre on use of the car. Only Perth would seem to have made any attempt to link urban development with corresponding rail and bus route extensions.

Metros are about reducing X and Y to zero in dense urban developments/cities with short distances between lots of stations, and high frequency of service gives the convenience factor. Arguably Melbourne and Sydney are "metro ready" particularly on their east-west axis - but with limited funds one would have to support extensions of above ground services to the neglected areas of urban sprawl extending from these cities before metros, as in the Perth example.

So what does this say about a future rail investment strategy? Simply pay attention to the X and Y factors, reduce them wherever possible (or create new modal points like urban rail freight centres/warehouses), preserve regional rail for future proofing and provide infrastructure to minimise double handling. It must also provide rolling stock/equipment relative to the market - not just relevant to how rail wants its freight packaged (such as insisting that large curtain sided containers (for pallet traffic) used in rail must be specially strengthened to enable their handling by top lift forklifts at their terminals).

There may well be a renewed emphasis and interest in rail transport but it will not come by 'right' - rail will need to improve and adapt, partnering with logistics/supply chain providers, and show that it is willing to be part of this new JIT world by providing the right equipment and rolling stock.

Logistics chain



NEWS

• SCT to purchase locos from China

SCT Logistics has confirmed industry speculation that it has recently placed a locomotive order with China Southern Railways (CSR Ziyang Locomotive Co., Ltd.) and that production a number of MTU (Germany) powered locomotives has already commenced.

SCT CEO, Geoff Smith said, “We are not prepared to divulge details at this stage regarding the specifics of the new locomotives, we have been through an exhaustive process in arriving at this decision. Whilst we have had a strong and successful relationship with our Australian supplier we have made a commercial decision to source the new locomotives from China.”

SCT has again opted for AC traction technology and it expects the new locomotives will achieve a tier 3 performance rating which it claims is significantly superior to any other locomotive operating in Australia today.

Smith says the locomotives will be the most carbon friendly in Australia, significantly achieving reductions in both SCT’s carbon footprint and those of its customers.

While the number of units ordered has not been specified, according to the manufacturer the deal is worth 100 million yuan, or approximately A\$16.7 million.

Peter Smith, owner and founder of SCT Logistics has also announced the launch of Specialised Bulk Rail Pty Ltd (SBR) which will enter the bulk rail market in Australia with the commencement of iron ore rail haulage for IMX Resources before the end of the year.

SBR has the capability of moving up to 2 million tonnes of iron ore per annum from IMX’s Cairn Hill mine, 55 kilometres south-east of Coober Pedy, South Australia, some 900 kms to Port Adelaide. SBR estimates that the contract will generate in excess of \$150 Million in revenue for SBR as part of stage one, with the potential to grow to \$300 Million with the roll out of stage two.



• All go for QR sale

On Sunday 10 October, following an extensive nationwide marketing campaign, the Queensland Government officially launched the prospectus for the public float of its QR National (QRN) business.

Investors will pay up to \$3 a share when QR National is listed on the ASX on November 22; the indicative price range per share is between \$2.50 and \$3, with individual investors expected to pay no more than \$2.80 a share.

Premier Anna Bligh says it is the second largest share offer in Australian history. The Government will retain a 25 to 40 per cent stake in the company in the short term while no other individual or company will be permitted to hold voting power in QR National of more than 15 per cent.

A major hurdle for the float was the bid by Queensland coal miners to purchase the below rail assets relating to the coal haulage market (*see Rail Horizons, June 2010, p7*). Despite the bid being increased to \$5.2 billion, the short timeframe for the miners to confirm their bid combined with the Queensland Government’s insistence that any bid be unconditional, led to cold feet amongst some of the major players and the withdrawal of the bid in September.

The share float will also be buoyed as a result of the decision by Asciano to withdraw its application to declare access to Queensland’s rail network, saying it is satisfied with the strengthening of QR National’s Access undertaking and legislative changes put in place by the Queensland Government.

Asciano subsidiary Pacific National is the only competitor to QRN on the Queensland coal network and the company says the changes in legislation and the undertaking imposed on QR National by the Queensland Competition Authority (QCA) provide a regulatory environment that undertakes to prevent a privatised and vertically integrated QR National from engaging in anti-competitive behaviour.

The significant concessions achieved in the revised regulations relating to track access include non-discrimination provisions which include specific prohibitions on cross subsidies, margin squeeze and cost shifting, as well as enhanced transparency and reporting obligations, introduction of a wide ranging annual independent audit of compliance, improved enforcement powers for the QCA and changes to the QR Network board structure so that a majority of directors are non-executive.

Asciano Managing Director and Chief Executive Officer Mark Rowsthorn said while a vertically integrated QR National is not the preferred model, “We are comfortable that our concerns have been addressed and the new undertaking and legislation go a long way towards ensuring a fair go for all above rail operators in Queensland.”

RTSA Future Planning - Update

At its meeting in March 2010, the RTSA Executive decided to commission marketing and branding studies to test our profile and appeal to existing and potential members.

Particular investigations related to the effectiveness of RTSA's branding, the optimum forms of communication with RTSA members, and increasing the involvement and level of membership of potential members, non-engineer and student members in particular.

A consultant was duly appointed and sets of around 40 questions were formulated and circulated to approximately 2000 RTSA members and non-members and almost 400 responses were received, indicating a very healthy level of interest in a survey of this type.

In addition to answering specific questions, Members were given the opportunity to offer opinions on wider issues by the invitation to identify RTSA's greatest strengths, weaknesses, opportunities or threats (SWOT), 200 respondents offering views. The principal outcomes of the Study and further consideration by the Executive are as set out below.

The businesses of employers' organisations and the roles of RTSA members within those organisations are well spread across mainstream railway industry activities. 53% of Australian non-members and around 80% of other groups of respondents were members of Engineers Australia (EA) or Institution of Professional Engineers New Zealand (IPENZ). Responses indicated that around 50% of New Zealand employers but only 40% of Australian employers pay professional subscriptions for staff members.

Many respondents expressed the view that the advanced age of rail personnel and the lack of younger people entering the railway industry represent weaknesses/ threats to it and to the RTSA.

The age profile reported by respondents confirmed that perception, there being only one respondent aged below 21 and poor representation in the 22-35 age group. Amongst Australian member respondents, there were more than twice as many people over 55 as would result from a uniform distribution of members between the ages of 21 and 65. This age problem appears to be rail-specific, Engineering Australia's Strategic Plan 2010-2015 reporting 33,000 students amongst 88,000 total membership.

The RTSA Executive has been aware of the need to attract more interest from younger people, with moves having been made previously to encourage the use by members of Facebook, Twitter and YouTube and anticipation that the establishment of an up-to-date RTSA Website will facilitate the involvement of younger members.

The survey attracted responses from only 29 women (7.4% of respondents) that low figure confirming that the railway industry in general needs to make itself more attractive to women participants.

Responses to two New Zealand specific questions were that only 17% of existing members were concerned about paying subscriptions in \$A, though 56% of non-members saw this as undesirable while 45% of respondents were in favour of paying RTSA subs in conjunction with IPENZ subscriptions.

The Market Study revealed favourable recognition of the acronym 'RTSA' and the Executive has decided that the acronym alone will be adopted as the trading name of the organization, with less emphasis on the official name of 'Railway Technical Society of Australasia'.

There was a lower level of acceptance of the incorporation of the EA and IPENZ logos into RTSA documents. A specialist Branding Consultant has been engaged to advise on adoption of a unique RTSA logo, while continuing to acknowledge the links to EA and IPENZ.

The Consultants also recommended re-consideration of the acronym 'CORE' as the title of the biennial Conference on Railway Engineering, primarily for the lack of linkage of that title to RTSA. The Executive accepts the validity of that recommendation but also recognizes the high level of recognition and acceptance of the CORE title within the railway community. Any change in that title will thus be a long term programme.

The Marketing Consultant noted that utilisation of the current website is quite low and strongly recommended that RTSA implement an interactive and comprehensive website as the focal point of its communication, transaction, and information sourcing. Younger members would be encouraged to widely participate in its content. It is anticipated that access to some of the information within an upgraded website would be restricted to members.

It was also recommended that corporate sponsorship of the website be offered as a source of funding though the Executive decided to not adopt this recommendation as such sponsorship could breach the conflict-of-interest policies of some of the employer groups represented within RTSA.

The Consultant made a number of recommendations for RTSA's means of communications; it is intended that paper distribution of event flyers and newsletters to those requesting that service will continue.





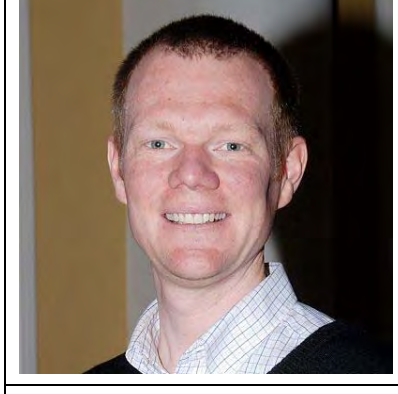

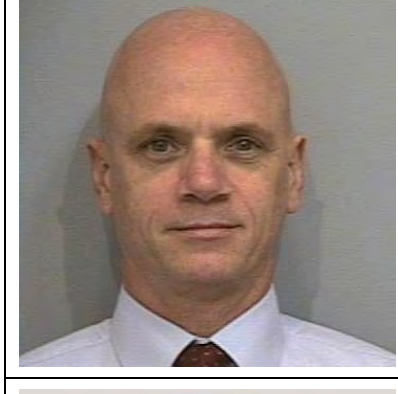
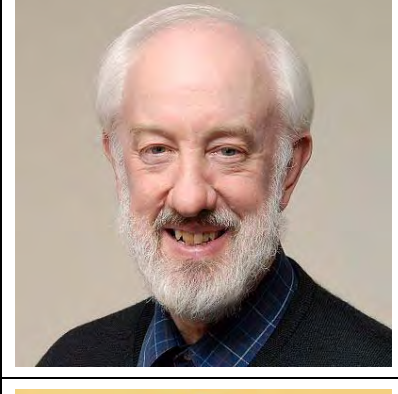


A task force has been appointed to decide on the content and format of the upgraded website and its relationship to other means of communication and to appoint a designer for the website's implementation.

(Continued on page 19)

MEET THE RTSA EXECUTIVE

RTSA Executive Members appointed at the Annual General Meeting of 12 September 2010 were:

	<p>Simon Wood RTSA Executive Chair 2010-2012. Associate Director, Aecom, Wellington</p>		<p>Katharina Gerstmann RTSA NSW Chapter Chair, Deputy Exec. Chair 2010-12, & Chair-Elect 2012-14. Senior Consultant-Infrastructure, Interfleet Technology, Sydney</p>
	<p>Martin Baggott RTSA Immediate Past Executive Chair and Government Liaison Sub-Committee Chair. Business Leader- Rail, GHD, Melbourne</p>		<p>John Dring RTSA Executive Secretary and Awards Sub-Committee Chair. Formerly Civil Works Manager, Hong Kong Mass Transit Railway Corporation.</p>
	<p>Robert Schweiger RTSA Executive Treasurer. Strategic Market Development Manager, John Holland Rail, Adelaide</p>		<p>Alex Howie RTSA Queensland Chapter Chair. Track Design Engineer, QR Network</p>
	<p>Russell Trevaskis RTSA Victoria Chapter Chair. Business Improvement Manager, John Holland Rail, Melbourne</p>		<p>John Goodall RTSA Western Australia Chapter Chair. Managing Director, Beyond Rail Solutions, Perth.</p>

	<p>Daniel Martucci RTSA South Australia Chapter Chair. Acting Manager, Rail Policy & Investment, SA Department for Transport Energy & Infrastructure, Adelaide.</p>		<p>Andrew Hunt RTSA New Zealand Chapter Chair. Manager- Mechanical Engineering, KiwiRail Network (Ontrack), Wellington</p>
	<p>Candice Ng RTSA Special Interest Representative. Senior Consultant- Risk & Safety, Interfleet Technology, Sydney</p>		<p>Darrien Welsby RTSA Special Interest Representative. Senior Research Fellow, Institute of Railway Technology, Monash University, Melbourne.</p>
	<p>Tom Hampton RTSA Special Interest Representative Project Manager, Baulderstone, Adelaide.</p>		<p>Ravi Ravitharan RTSA Professional Development Sub-Committee Chair. Director, Institute of Railway Technology, Monash University, Melbourne.</p>
	<p>Mark Stallbaum RTSA Investigations Sub-Committee Chair. Team Leader. Rail Safety Investigations, Australian Transport Safety Bureau.</p>		<p>John Scott RTSA Standards Sub-Committee Chair. Principal Engineer- Rolling Stock, Worley Parsons, Melbourne</p>
	<p>Glen Mullins RTSA CORE2012 Organising Committee Chair. Senior VP & Executive. Manager-Operational Transition, QR National, Brisbane.</p>		<p>Peter Bishop RTSA Program Manager. Formerly a rail-industry consultant with Downer EDI, Parsons Brinckerhoff, & TMG International.</p>

Presentation of 2010 RTSA Railway Engineering Awards

There could have been no better setting for the announcement and presentation of the 2010 Awards than the glittering CORE2010 Gala Dinner which was held on the evening of Tuesday 14 September in the unique surroundings of the Museum of New Zealand Te Papa Tongarewa.

This year, the event marked the presentation of awards in three different categories: The Young Railway Engineer Award; The Biennial Industry Award; and the prestigious Individual Award.

Additionally, RTSA Life Membership awards were made to three stalwarts of the Technical Society in recognition of the services that each of them has rendered to the RTSA over many years.



There were two recipients of the Young Railway Engineer Award being; Mr Daniel Headifen (left of photo), a Project and Structural Engineer with On Track (Kiwi Rail Network) and Mr Peter Munro (right of photo), who is a Project Manager with Downer EDI Works Rail Project Division in Sydney. Mr Leigh Hill, Manager Business Strategy John Holland Rail, presented the awards which are made to young professional engineers, technologists or associates working in Australia or New Zealand who are under the age of thirty five at the time of nomination.

The Industry Award is offered biennially in the years when a CORE conference is held. It is

made to reward an engineering achievement in the industry that is considered to be worthy of public recognition. In 2010, the award went to Kiwi Rail for the Arahura Road/ Rail Bridge Replacement Project across the Arahura River on the West Coast of the South Island in New Zealand. The project required the replacement of a 122 year old, 203 metre long timber bridge serving concurrently both rail and a single lane road. Not only were the engineering challenges considerable when considering that disruption to rail and road traffic had to be kept to a minimum but there also were significant traditional, environmental and heritage issues to overcome. It is a credit to all involved that the project was completed four months ahead of schedule and within budget. The presentation was made by Mr Wayne James, Chief Operating Officer, ARTC (2nd from left in photo).





The RTSA Individual Award is made to a person who is deemed to have made an outstanding contribution to the railway industry. In 2010, Mr Vince O'Rourke OM (left of photo) was chosen to receive this prestigious award and he accepted his trophy from Mr Jim Quinn, Chief Executive, KiwiRail. Mr O'Rourke was selected out of a number of high quality nominees in recognition of his major contribution to the Australian rail industry during a distinguished career which began with the, then, NSWGR where he rose through the ranks to the position of Group General Manager Freight in the State Rail Authority of NSW. In 1990, Mr

O'Rourke became the Commissioner for Queensland Rail and, with the establishment of QR as a corporate body, he became the Chief Executive Officer, a position that he held until retirement in November 2000. As a retiree he has maintained a close relationship with the rail industry, serving either as Chairman or Non-Executive Director of several rail-related Boards and Companies.

To bring a fitting end to the Awards Ceremony, Simon Wood, had great pleasure in Membership to George Erdos, Chris Venn-Watsford all of whom have devoted years of dedicated service to the Technical Society in one capacity or another.

the incoming Executive Chair of the RTSA, Mr presenting certificates of Life Brown and John

Life Member: Chris Venn-Brown ►



Life Member: George Erdos ▼



Life Member: John Watsford ►



Society and Chapter News

RAIL – REJUVENATION & RENAISSANCE

CORE2010

CONFERENCE ON RAILWAY ENGINEERING

12-15 SEPTEMBER WELLINGTON NZ. WWW.CORE2010.ORG.NZ

RTSA's CORE Conference continues to grow with 667 registrants and 81 papers presented at this year's event in Wellington, the first time the conference had been held in New Zealand. The venue was the Michael Fowler Centre and the Wellington Town Hall Convention Centre Complex and the conference dinner, with over 500 attendees, was the biggest dinner yet hosted by the Te Papa National Museum.

The Honourable Steven Joyce, Minister for Transport, cited the forecast that the NZ freight volume will double by 2040 and stressed the importance of the transport sector in lifting the nation's economic performance. He assured the audience of his government's commitment to the NZ rail sector, demonstrated by this year's launch of KiwiRail's Turnaround Plan by which Government will provide seed funding for upgrading of the rail freight industry.

KiwiRail will be required to show that it can become commercially viable within a decade by making business cases for individual investments and winning custom, for bulk and long distance

Rail - 'Rejuvenation and Renaissance'

freight particularly. A prime candidate for upgrading is the North Island Main Trunk line, the current condition of which holds the transit times between Auckland and Wellington to an uncompetitive 12 hours.

In referring to the current upgrades of the Auckland and Wellington passenger networks, the Minister also spoke of the need for a sustainable model for maintenance and renewal of urban rail networks with fares, local government contributions, and track access charges for passenger and freight services set such that all parties are paying their fair share.

.....cont p14

Keynote speakers, pictured at the "Realising Rail's Potential" closing session were (left to right), Dr Murray King (consultant and former Executive Manager, Tranz Rail) who was putting the questions to Rob Mason (CEO of NSW RailCorp), Jim Quinn (CEO of KiwiRail), Professor Andrew McNaughton (Chief Engineer of High Speed Two Ltd, UK), and Mike Roney (Chief Engineer with Canadian Pacific Railway).



All conference speakers very much supported the dual themes of Rejuvenation, being the research, innovations and projects which go into upgrading rail systems, and Renaissance, being the attitudes and energy which can progressively increase the expectations of all rail stakeholders.

The major theme expressed by speakers was that the rail industry must continue to develop its customer-focus, with clarity of its role in the supply chain, 'a clear line-of-sight' between the customer and the system by which we're providing the service, and the aim to not just match road services but to be much better than them.

Some other important themes presented were that regulatory agencies will continue to become more stringent; heavy haul is the most successful branch of our industry and all freight rail operators should look to it for lessons; rail systems are highly complex and need comprehensive research and product improvement programmes; we should beware of 'vanity projects'; and, so far as possible, we should achieve change incrementally by projects which can be conceived and managed in politically realistic parcels.

There was a high level of optimism expressed by all speakers for rail's future and it was encouraging that conference attendees included 50 recipients of RTSA Youth Scholarships, providing complementary conference registration, with a high proportion of women students represented.

Conference attendees were offered six Technical Tours which were well supported and highly commended. Thanks and congratulations are due to John Gardiner, the Organising Committee Chair, and to his committee members, sponsors,

exhibitors and speakers who made CORE2010 an outstandingly successful rail industry event.

Glen Mullins of QR and his team are well established on organisation of the next RTSA CORE Conference in Brisbane in September 2012. You can register your interest at

www.core2012.org

The Chris Cairns Foundation

Proceedings throughout the CORE2010 conference were led by the former international cricketer, Chris Cairns, whose humour and all-rounder physique made him an entertaining and effective MC.

Chris has an interest in rail transport beyond the RTSA in that, in 2006, he established the Chris Cairns Foundation in memory of his sister Louise who was one of three people killed in 1993 when a concrete truck failed to stop at a level crossing near Christchurch.

The purpose of the foundation

www.chriscairns.co.nz

is to raise awareness of the responsibility borne by all parties in relation to level crossing safety and its current program is the "Call-it-in" near-collision reporting blitz.

Over recent years, Australian level crossings have averaged a death every fortnight so perhaps we should prevail on Chris to extend the foundation to become a Trans-Tasman institution.

Nature at Work

The RTSA CORE 2010 conference took place just over a week after the devastating Christchurch earthquake, and the associated landslide at Kaikoura, 150 kilometres to the north.

Attendees were given a briefing by Peter Steel and Neil Campbell of KiwiRail on the earthquake's effects on the rail network.

Some frightening slides of resulting track misalignments were shown and the rigorous inspection and operating procedures, in relation to bridges in particular, which were put in place to ensure safety while minimising the impact on rail services were described.



Professional Development Sub-Committee

The RTSA Professional Development subcommittee which has representation from all chapters has been very active since its inception in November 2009. The first RTSA Professional Development subcommittee meeting was held on Saturday 24 July 2010 at Powerhouse Museum in Sydney immediately after the *Meet the Railway People Expo* organised by NSW chapter. The meeting was used to plan and coordinate future professional development activities organised by the different RTSA chapters as well as discuss current and possible future professional initiatives.

RTSA Meet the Railway People Expo Organised by NSW Chapter

The New South Wales Chapter held its first *Meet the Railway People Expo* at The Powerhouse Museum in Sydney on Saturday 24 July 2010. This event was very successful with more 100 undergraduate and postgraduate students participating. Significant interest was shown by the railway industry in this free event with in excess of 90 railway professionals attending the event. 23 railway organisations also participated in the Expo and showcased various aspects of the railway industry to the tertiary students.

RTSA Meet the Railway People Expo Organised by Queensland Chapter

The next *Meet the Railway People Expo* was scheduled for *Saturday 9th October 2010* at Queensland University of Technology, Garden Point Campus in Brisbane. The main challenge for this half-day expo would be to attract the participation of both regional and city based undergraduate and post graduate students namely from Central Queensland University (Rockhampton), James Cook University (Townsville/Cairns), Griffith University, University of Queensland, Bond University, University of Southern Queensland, University of the Sunshine Coast and Queensland University of Technology. Like the previous two *Meet the Railway People Expos* organized by RTSA, registration is free of charge for both students and railway professionals as well as for the exhibitors.

RTSA Meet the Railway People Expo organised by South Australian Chapter

The South Australian Chapter has formed a Working Group, under the chairmanship of John Dring, to consider the feasibility of holding a *Meet the Railway People Expo* in Adelaide. The first meeting of the members of the Working Group to plan the South Australian chapter's Expo will be arranged following CORE2010.

New Zealand Chapter Professional Development Initiatives

Following the CORE2010 conference, the New Zealand Chapter is planning to consider several professional development initiatives including an establishment of a database of all Young Engineers working within the New Zealand Rail Industry, even if they are not affiliated with RTSA. The Chapter will also explore options to successfully conduct a *Meet the Railway People Expo* given the small rail industry base.

RTSA Meet the Railway People Expo in Victoria and Western Australia

The Western Australian chapter is currently considering of organising the *Meet the Railway People Expo* in mid 2011 while the Victorian chapter is also planning on holding its second *Meet the Railway People Expo* in 2011.

RTSA Professional Development sub-committee

The following RTSA chapter members are on the RTSA Professional Development sub-committee and if you have any queries or suggestions, please do not hesitate to contact them.

Ravi Ravitharan (Vic), John Dring (SA), Robert Schweiger (SA), Candice Ng (NSW), Matthew Durham (Vic), Bruce Keay (WA), Manicka Dhanasekar (Qld), Carolyn Southern (SA), Alan Burford (NZ)

For further information on RTSA Professional Development activities, please contact Ravi Ravitharan - ravi.ravitharan@eng.monash.edu.au

Ravi Ravitharan
Chairman, RTSA Professional Development Sub-Committee

Chapter Reports

Queensland

Chairman's Comments

We have a new Federal Government, two new QRs, a new transport plan for South East Queensland, and a fresh RTSA Queensland Chapter. It has been an exciting quarter.

The nation's stable and reliable democratic process has given the nation a clear result, of sorts. The Gillard Labor government has been returned (at the time of writing) and are busy creating a new government so they can get to work on all the promises they made. Look out Redcliff, your railway is on its way. For those of you who live in Toowoomba keep an eye out for the new standard gauge railway to Charlton. With these and all the rail projects promised elsewhere in Australia the industry is in for a busy and exciting time this term (I dare not say for the next three years).

Earlier this year QR released a book and DVD that recorded the Q150 train trips around the state as part of the states Q150 celebrations. In the opening sequence of the movie on the DVD is the prominent slogan "No QR. No Queensland." QR has gone.

While many a referring to the two new organisations as "the QRs", we now have Queensland Rail and QR National. QR National is due to be floated, though for a time what is to be floated depended up on the State Government and the Coal companies. QRN CEO Lance Hockridge made clear his position on the sale of the infrastructure to the coal miners - he was not so keen. Conversely Chris Corrigan stated that QR National would be very attractive if it was unburdened of its 2000km of track. In the end the miners withdrew their bid for the below rail assets.

While you are waiting, have a look at the State Governments new transport plan for South East Queensland, [Connecting SEQ 2031](#). The plan includes 207km of new rail lines, which, if built, would give Brisbane more route kilometres of track than Melbourne. the proposed new tracks include;

- 15km from Alderley to Strathpine,
- 38km to Maroochydore,
- 17km to Coolangatta,
- 17km Morton Bay Link,
- 16km to Springfield,
- 13km to Ripley,
- 31km to Flagstone, and
- An 8km subway from Toowong to Bowen Hills via West End and Bulimba.

The State Opposition has pointed out that much of the plan is not funded, to which the government observed that much of the last plan was unfunded when it was released and most of that planned infrastructure is now completed or under construction.

Whatever you believe it is pleasing to see integrated transport planning with rail getting a healthy consideration.

Chapter Committee

On Wednesday 28 July the Queensland Chapter held its 2010 Annual General Meeting. The existing committee was re-elected with the addition of David Spediacci who will take on the new role as Events Co-ordinator. The chapter committee for 2010 is;

Chair	Alexander Howie
Secretary	John Davey
Treasurer	Robert Wilkinson
Events Co-Ordinator	David Spediacci
Committee	Colin Cole Manicka Dhanasekar Barrie Griffiths Paul Jenkins Andrew Matthews George Nikandros Mark Roome Dave Schonfeld Clive Shepherd Mark Wishart

Feel free to contact any of the committee members if there is a particular subject you would like to hear a technical presentation about, or a site visit you are keen to attend.

The committee looks forward to seeing you there and at our other technical meetings.

Recent Meetings

In the last quarter the Queensland Chapter held two technical meetings, an AGM and dinner, and a site visit, these were;

30 June 2010

Whole of life forecasting for the Mining and Rail Industries. This meeting co-hosted with the Asset Management Council.

28 July 2010

The RTSA Queensland Chapter Annual General Meeting, Dinner, and Trivia Extravaganza.

The Individuals proved to be too good for the competition and took the prestigious title of grand champions in the paramount 2010 Railway Trivial Extravaganza. They look forward to taking on all challengers in 2011.

25 August 2010

A Blow to Train Operations. Tony Simes of the ATSB gave a presentation on his investigation into the derailment due to high winds on the Trans Line in South Australia.

30 August 2010

Site Visit - Darra to Springfield Transport Corridor. Site inspection of the Horizon Alliance works around the new Richlands Station.

Upcoming Events

11 October 2010

Site Inspection; New Yeerongpilly Rail Welding Facility and New Track Recording Car.

27 October 2010

Lessons Learnt from Waterfall.

24 November 2010

To Be Announced.

Early December

Christmas Drinks.

The EA Queensland Division Infrastructure Audit

Engineers Australia Queensland Division is currently undertaking another state infrastructure audit and needs people from the industry to assist. The Queensland Division office has asked the committee to seek RTSA members who can act as reviewers of the audit document. We need experience in all disciplines. If you are able to assist please contact me qld-chair@rtsa.com.au

The committee looks forward to seeing all members and friends at the technical meetings.

Alex Howie

Queensland Chapter Chair

South Australia

Since the June edition of Rail Horizons, the South Australian Chapter has been involved with three technical presentations, comprising:

- An excellent presentation of the Cairns Tilt Train Accident by Larry Matters of the ATSB;
- Hosting the PWI in a joint meeting to hear of recent progress by Pacific National on wheel-profile analysis, presented by Carolyne Southern and Nick Petticrew; and
- a joint meeting hosted by the IRSE at Adelaide Oval on Signalling Outcomes for TransAdelaide as part of the new Dry Creek Depot, Seaford Extension and Immunisation for Electrification, presented by Koos Rohlandt.

A highlight of the second (August) meeting was a presentation to Dr Ron Fitch in honour of his dedication and long service to the Australian rail industry and to mark the occasion of his recent 100th birthday. He was presented with a framed photo montage commemorating snapshots of his outstanding railway career before ably addressing our large audience with his thoughts and reminiscences. Our newsletter records the photos of the event and Ron's subsequent letter of appreciation.

Moving forward three months, we are looking forward to CORE keynote speaker Andrew McNaughton presenting to the Chapter's late-September General Meeting. Following this we have a PWI-hosted lunchtime meeting on the story of thermit welding and a technical presentation on the recent reconstruction of the Port Adelaide Viaduct, to round off the year.

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

Daniel Martucci, SA Chapter Chair

Victoria & Tasmania

During June and July the Chapter events had an International flavour. The focus was on the UK and some of the major projects and initiatives occurring in and around London.

We were fortunate to have some excellent presentations drawn from first hand experience and these gave rise to some very thought provoking discussions on what could be done here in Melbourne.

- North London Underground rehabilitation by Jamie Green(Parsons Brinkeroff)
- UK and European Train control Systems by Andy Nicol (Coffey)
- Digital advertising in the London Underground by Jeremy Gutierre (Parsons Brinkerhoff)
- Rebuild of the heritage classified St Pancras Station by Nick Puglese Parsons Brinkerhoff)

The Committee is most appreciative of the support from both these companies for presentations and financial sponsorship to help defray some of the catering costs associated with chapter events as without that generous involvement our sessions would not possible to the extent that they have been.

The AGM in August was followed by a presentation from Geoff Howard MP who provided the group with feedback from the Parliamentary Inquiry into the Skill Shortages in the Railway Industry. The recommendations from the Inquiry will be presented shortly to the Victorian Parliament for consideration.

The Victorian Chapter provided significant input into to the Inquiry.

Chapter Committee

The committee elected for the 2010/2011 year are

David Anderson, Martin Baggot, Russell Bowey, Gerry de Bont (Treasurer), Matthew Durham, Martin Hunt, Peter Metcalf, Wayne Milfull, Adam Morris, John Scott (Secretary), Bernhard Shephard, Mary Thompson, Norm Tickner, Russell Trevaskis(Chair)

Special Interest Rep: Liam Palmer-Cannon

A vote of thanks was moved to acknowledge the efforts of the committee members who decided not to renominate to the ongoing committee. Our Special Interest representative for 2009/10, Nic Hurley is taking the opportunity to further his studies overseas for 12 months and we look forward to seeing him back soon.

Russell Trevaskis
Victoria & Tasmania Chapter Chair

New South Wales

Recent Meetings

There have been three technical meetings and two events held since the previous Newsletter covering a range of topics. The Chapter's AGM was also held on 4 August 2010:

7 July 2010

High Speed Rail - Colin Stewart, Director & Head of Global Rail, ARUP - The number of people present gave a good indication of the interest in the topic and Colin Stewart presented in such a way he was able to share his knowledge and also reaffirm the passion that some of our members have towards introducing high-speed rail to Australia. Members were delighted with the content of the subject matter and also the logic and process that needs to be applied to any enquiry to achieve the desired result. Colin's example of the Sydney-Melbourne route was very relevant and the construction of a new Sydney-Canberra route would be a great starting point.

4 August 2010

RTSA NSW Chapter AGM - After many years' faithful service to the RTSA, Chris Venn-Brown and Basil Hancock decided to step down from the committee. I would like to express my deepest thanks to Chris and Basil for their on-going support and commitment. Without their willingness to get in and get it done, the RTSA and the NSW Chapter in particular would not have improved as much as it has. We wish Chris and Basil all the best and hope we will still see them at meetings from time to time.

After the AGM Rob Stevens, Principal, OH Wiring Engineer, KBR speaking on the Trackwork Services

Alliance (TSA) gave an overview on the Alliance's objectives and achievements over the past 2 years. TSA's training and development strategies as well as challenges ahead were also explained.

5 August 2010

Our Annual Dinner was held at the Royal Automobile Club Australia. We managed to squeeze in 100 guests before we were forced to close the booking requests.

Our guest presenter was Miss Vivienne King, Group General Manager Strategy & Service Development at RailCorp. The subject for the night was 'Our culture - We are all part of the solution'. Filling in for Rob Mason, the expectations were high, however Vivienne's presentation to the 100 guests on the tasks faced daily by RailCorp was particularly interesting and Vivienne was able to clearly show RailCorp's intention to change the culture of the organization and to work more closely with the private sector. Guests were delighted with her openness to share the direction of RailCorp and the challenges that they face in achieving these goals.

1 September 2010

This month we had two Young Engineers presenting on two contemporary projects of interest to members Young Engineers: Michael McCallum of RailCorp gave a presentation on Noise Mitigation on the Epping – Chatswood Rail Line and Adam Gaffney of the Trackwork Services Alliance spoke about the Dunmore Capital Works Project. These two short presentations made for an entertainingly different meeting of considerable interest to members.

Upcoming Events

3 November 2010

Train Protection, Craig Stanfield, Project Director ATP RailCorp

1 December 2010

Christmas Heritage Topic Rebirth of a Legend: 3801 in the 21st Century, Craig Mackey (NSWRM) and Chris Hoskin (Halcrow)

Chapter Committee

The following members were elected at our AGM on 4th August 2010 to serve on the NSW Committee for the forthcoming year: Katharina Gerstmann (Chair), Coen Stoltz (Deputy Chair), John Watsford (Secretary), Andrew Mackay (Treasurer)

Committee Members: Andrew Honan, Malcolm Cluett, Candice Ng, Paul Harris, Bill Laidlaw, Sarah-Ann Brennan, Pascal Sueess, Max Michell, Silvia Fedakova and Special Interest Representative: Varun Kashyap.

Katharina Gerstmann, NSW Chapter Chair

Western Australia

Lunchtime Presentations

A lunchtime presentations and a site visit have been held since the last edition of Rail Horizons.

On **1 July** a site visit was arranged for members to inspect the Speno Rail Maintenance Pty Ltd's newly constructed Mini Rail Grinder and another unit being refurbished. The inspection displayed the latest in technology for rail grinding equipment and provided a short video presentation relating to grinding and rail fault detection. Richard Nolan, Operations Manager was a very capable host for the visit.

Raymond Marks, Director Longrun Transport Developments Pty Ltd was the speaker at the **5 August** function. His topic **Development of a Container Terminal from Concept to Reality** was based on recent the recent project to develop a container terminal at Forrestfield for QR Freight. Ray provided an interesting overview of the processes and issues involved in constructing the new terminal.

RTSA Future Planning - Update *(continued from page 8)*

The most noteworthy outcome of the SWOT analysis was the widely expressed view that RTSA should be more active in promoting the interests of the railway industry as a whole. The view of the Executive is that the RTSA alone has neither the position nor resources to pursue that objective to the extent suggested by some respondents though other means of providing technical leadership are being pursued.

The perceived low profile of the RTSA also attracted many references as a weakness, though the Executive anticipates that the upgraded website and implementation of the Consultant's recommendations for general improvement in RTSA's communications will remedy that situation.

More than 90% of respondents advised that they were very or quite satisfied with the general level of RTSA services, though many referred to weaknesses in RTSA's selection and presentation of topics addressed in its functions and publications.

Data supplied by the Chapters indicated that the (large) NSW and Queensland Chapters achieve much lower levels of member participation than do the smaller Chapters and that there is little difference between attendances for education/business oriented meetings and those offering purely technical topics.

The Science and Engineering Challenge

One of the RTSA's clear objectives is to encourage young people into the rail industry. To assist with this the RTSA endeavours to encourage young people to undertake engineering studies. The Science and Engineering Challenge fits neatly into the RTSA objective and the WA Chapter is again intending to support the WA Challenge.

The Science & Engineering Challenge is held in November each year and is a competition for Year 9 high school students which aims to present engineering in an inspirational manner, excite the imagination of prospective students and provoke their interest through a variety of well designed tasks. Activities range from problem solving scenarios to designing and building projects.

Envisaged support includes sponsorship and volunteers to assist at the Challenge. Anybody interested in being a volunteer can contact the Chapter Chair or Secretary.

John Goodall
WA Chapter Chair

In response to the question "Would you be better served by an RTSA Chapter in another city", Auckland and Newcastle were nominated, though by only 11 and 6 respondents respectively. Again, it is anticipated that the upgraded website will improve the scope for participation in RTSA activities by those who cannot conveniently attend Chapter functions in person.

The Market Study responses showed high levels of awareness of RTSA's provision of Continuing Professional Development, Awards, and Study Tours on Railway Engineering. However, the responses confirmed the need for the Executive's continuing attention to the perceived role of these services with majorities of respondents saying that they regard those services as being of little to moderate importance and that RTSA matches the need for the services only moderately well

The Executive was very pleased that no fewer than 115 members & 35 non-members responded in the affirmative to the question giving respondents the chance to offer further assistance to RTSA in its ongoing program of improvement in the level of support offered to members and to the rail industry as a whole.



THE RTSA HIGH SPEED RAIL STUDY TOUR



Series E5 Prototype Shinkansen

Call for Expressions of Interest

South Korea, Japan and Taiwan. Tour dates: 7 to 21 May, 2011

Expressions of interest are now being called from RTSA members to join a study tour of the Japanese Shinkansen, South Korean and Taiwanese high speed rail systems.

With strong world-wide growth in high speed rail, this tour will be an ideal opportunity for members to study the different high speed technologies and debate how they may apply in Australia.

This tour will focus on the Shinkansen (JR Central, JR East, JR West), Korea Train eXpress (KTX) and the Taiwan High Speed Rail Corporation (THSC) high speed rail systems. The tour will study how these systems operate in their environment and discuss how these technologies may be developed for a Brisbane-Sydney-Canberra-Melbourne high speed rail corridor.

SPECIFICALLY THE TOUR WILL STUDY:

- > Different infrastructure and rolling stock technologies.
- > How these technologies support different operating philosophies.
- > Influence of demographics, topography, culture and government policy on high speed rail.
- > Benefits of high speed rail for the built environment and regional development.
- > Impacts on road congestion, air traffic, freight and integration with public transport.
- > Environmental and strategic benefits in relation to energy use.

PROPOSED COSTS:

We are negotiating with sponsors to get the price below \$4,500 (other than for young members) and \$3,500 for young members, inclusive of airfares, accommodation, train fares and some meals. (Free days or sightseeing costs are not covered).

The tour is based on a minimum number of 15 people.

If we cannot achieve financial support or the minimum numbers required, some aspects of the tour may change.

REGISTER ONLINE: www.rtsa.com.au

ENQUIRIES EMAIL: store2011@pacific.net.au

No payment required for registration

Registrations close on 31 October, 2010

www.rtsa.com.au



ENGINEERS
AUSTRALIA
RTSA



THE RTSA HIGH SPEED RAIL STUDY TOUR

Call for Expressions of Interest - continued



Series E5 Prototype Shinkansen

PROPOSED ITINERARY:

Date		Overnight
7 May	SYD/MEL/BNE/PER/AKL/CHC to Seoul Incheon	Seoul
8 May	Free day - Welcome dinner	Seoul
9 May	Korea Train eXpress	Seoul
10 May	Seoul - Busan	Busan
11 May	Busan - Hakata JR Kyushu 'Beetle' Hydrofoil	Hakata
12 May	Visit JR West Hataka Shinkansen Rolling Stock Centre	Hakata
13 May	Hakata - Kobe 'Sanyo Shinkansen N700 Series'. Visit Kawasaki Heavy Industries	Kyoto
14 May	Sightseeing Kyoto (maybe new HSR museum near Nagoya)	Kyoto
15 May	Travel to Tokyo 'Tokaido Shinkansen' N700 Series. Remaining day free	Tokyo
16 May	Tokyo - Sendai/Ishikiri return. Travel on 'Touhoku Shinkansen E5 Series (Hayabusa) or E4(Max). Inspect Shinkansen rolling stock centre	Tokyo
17 May	Visit JR East and JR Central Control Centre Tokyo	Tokyo
18 May	Depart Tokyo Narita airport for Taipei. Arrive Taipei. Possible visit of new airport rail line	Taipei
19 May	Taiwan High Speed Rail Operational Control Centre and visit to substation	Taipei
20 May	Travel Taipei to Zuoying return and visit rolling stock depot and Maintenance facility	Taipei
21 May	Depart Taipei for Singapore transit (option for stop-over)	
22 May	SIN to SYD/MEL/BNE/PER/AKL/CHC	

Note the itinerary is preliminary only and subject to change

GENERAL TERMS AND CONDITIONS:

Tour open to RTSA members only.

A minimum of 15 participants required.

A short report of 6 pages is required following the tour. (A list of topics will be provided on the RTSA web site. Participants are free to suggest alternative topics for approval).

Reports will be edited and compiled into an overall study tour report for RTSA use. Participants will be encouraged to provide a group talk at their Chapter meetings.

Tour may start from Sydney, Melbourne, Brisbane, Adelaide, Perth, Auckland or Christchurch (depending on final costs and departure dates).

Registration is an expression of interest only and does not guarantee a place on the tour.

No money is required and no commitment to travel is involved in this Expression of Interest.

Final offers will be made in late 2010 or early 2011, only to those who have registered as part of this Expression of Interest.

Terms and conditions from the travel agent apply.

Members of Engineers Australia can choose to record CPD hours for attendance at this event in their personal CPD logs. Members should refer to the CPD policy for details of requirements and conditions.

REGISTER ONLINE: www.rtsa.com.au

ENQUIRIES EMAIL: store2011@pacific.net.au

Organisations are encouraged to sponsor employees who are RTSA members (particularly young members) on this tour.



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