

Editorial



At the 22nd October 2010 on occasion of the 38th federal congress of VDEI the 200th certification for „Railway-Engineer“ has been awarded in Germany. The person qualified in this particular manner, Mr. Dipl.-Ing. (FH) Lutz Peter from Chemnitz, is a special example through his double qualification as vehicle technician and building

engineer for the transcending tasks in the railway sector. But not only this: His cv shows foreign assignments in Kazakhstan and Austria – this is also an example documenting the variety of tasks and the worldwide implementation of knowledge acquired.

To deconstruct borders – this is an important objective of UEEIV. Borders still exist, in every possible way. Most of all we understand them as geographical lines, which have been implemented out of political developments in order to define national bodies. Infrastructure and among those railways belong to the organization of a state.

Despite a development which is ongoing since 1956 with the objective of a common Europe not all the obstacle on the way to a railway sector which includes all of Europe are abolished. Too many technical difficulties are being brought to the forefront in order to remain with the traditional ways.

It is obvious that the technical special disciplines have an outspoken inclination to implement a common European railway system. The European standardization with a number of detailed definitions has been presented some time ago, technical specifications regarding interoperability (TSI) as well have been drafted and are operational. Many countries are collaborating intensively to achieve the implementation of these conditions.

But in some countries the necessity and importance to adapt is not so widespread. Surely financial possibilities play an important role, but most of all an acceptance of European intentions and the objective of the implementation of a common railway system must stand in the forefront. This is an all-encompassing claim, since the technological aspect in itself is not representing the „System Railway“. Numerous administrative developments in the context of the transcendation of national boundaries, service to customers, mutual settlement of financial matter a.s.o. are to be considered and simplified wherever possible.

November 2010

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It is the task of UEEIV through contacts on an expert level to reach these objectives.

It must be stated that the interest in practical knowledge and processes of the so called “high-developed” railways of Western-Europe” has been higher among the railways of the acceding countries shortly after the accidence to EU than it is today. It seems quite probable to speculate that this is caused by the expiration of European programs for the funding of railway infrastructure and the nations under consideration see no possibility of continuing the funding on their own due to the overall economic situation.

UEEIV is ready at all times to establish contacts between membership associations and disseminate knowledge on an European level. UEEIV depends in this endeavor on signals from the membership associations, which must address such contacts and demand their establishment. Jointly with ideas to interesting topics such information is the cornerstone of successful conferences.

Prof. Dr. Klaus Riessberger
President

Events

2nd UEEIV-Seminar „Installation and Maintenance of Catenary by Systems“ at the 9th November 2010 in Fulda



View to a part of the participants

The opening of the seminar was delivered by the president of UEEIV Univ.-Prof. DI Dr. Klaus Riessberger and the chairman of the catenary seminar DI Manfred Irsigler (Lector at the Techn. Universities Vienna and Graz).

Competition between traditional railway companies and private service providers and parallel to this also between the traffic modes (rail – road – ship – plane) has increased through liberalisation. In the time following funding, renewal as well as cost of maintenance of railway infrastructure had to be analysed anew, and had to be reduced or optimised. Supporting this, the regulations (TSI, EN) have been introduced into the European system of norms, according to the actual status of technology

as well as in the spirit of better quality and stabilisation of costs.

The increasing demands on quality, reliability, efficiency and life span of catenary wires, especially for high speed trains, led to a constant evaluation of planning parameters, strategies for new construction as well as maintenance and technical core parameters.

In September 2009 the **1st seminar „Systematic catenary construction“** at the Technological University Graz has been organised by the Union of European Railway Engineer Associations (UEEIV).

The individual topics of speeches brought valuable input for experts from the area of contractees as well as contractors of catenary constructions and representatives of administrations also. These experts from the branch of catenary wires are tasked with the planning of projects and their implementation and must evaluate them during the process of awarding the operational certificate together with experts in regard to their conformity with European norms and guidelines and the adherence to safety standards. The catenary seminar was evaluated quite positively by the participants and a continuation with chosen topics has been wished for.

Because of that, the continuation of the exchange of information and experience was being prepared as the **2nd seminar „Installation and Maintenance of Catenary by Systems“** to take place at the 09th November 2010 in Fulda under inclusion of current topics.

The seminar call for the participation of leading personnel as well as employees of railway- and infrastructure companies, administrations, engineer offices, universities and catenary wire expert companies who are planning and implementing current catenary projects and/or are interested in the normalisation and the comparison of different modern catenary systems.

System technology of high-speed chain catenary wires of Europe and their trends and comparisons as well as their planning and simulation tools have been chosen as the main focus of presentations at the event.

The program further includes

- the development and status of the authorization process of catenary wires at ÖBB for an operating speed of 250 km/h,
- the economically and technologically optimized renewal of existing catenary structures,

- a contribution about the maintenance management under difficult topographical and operational circumstances,
- the railway electricity supply and the guidelines for catenary maintenance at DB Netz AG as well as monitoring systems for quality control of catenary wires

Complementary contributions will be presenting the modern machine supported assembly processes for an efficient assembly of high standardized quality as well as maintenance of catenary wires – with the respective experience reports. Additionally the most modern machine and working technology of modern rail bound machines was presented.

The event further presented current information on the biggest tunnel project of today – the Gotthard-Base-Tunnel. The electrical railway supply and the catenary system were the focus of the presentation of this aspect.

In the end the expert meeting contributed to a more intensive understanding of the current developments of normalization.

The participation of more than 150 experts has shown that within this special area of railway infrastructure exists a great demand regarding the exchange of information and experience.

The participants of this expert meeting could furthermore inform themselves mutually and directly about the technologies, novelties and processes.

Additionally chances of networking were being used during the breaks and extended further.

This is the place to express our gratitude to all speakers, organisers and supporters of this seminar for their commitment which led to this great success.

*Dipl.-Ing. Manfred Irsigler
Lector Technical Universities Vienna and Graz*

Events 2011

- The Polish membership association **SITK** is planning a seminar on the topic of “Planning of high speed lines” in cooperation with **UEEIV** which is scheduled for spring 2011. We would appreciate the participation of our supporting members as well as further companies that are interested in the topic very much.
- Scheduled for the first half of 2011 - **UEEIV-ŽID**-Seminar in Serbia
- Scheduled for the middle of 2011 - **UEEIV-AFFI-CIFI**-Seminar regarding „Freight Operators“

Further information regarding our scheduled events is provided by
UEEIV, Kaiserstraße 61, 60329 Frankfurt am Main, E-Mail: ueeiv@t-online.de, www.ueeiv.com

UEEIV-Session of the board and Session of the presidency with the board of advisors at the 22. September 2010 in Berlin



View to a part of the participants

The Union of European Railway Engineer Associations has held its annual session of the board and the following session of the presidency jointly with the board of advisors at the 22nd September 2010 in Berlin. 15 of the 24 membership associations were represented, most of them by their respective presidents or managing directors.

President Riessberger asked all participants at the beginning of the session to rise from their seats in honour and remembrance of our deceased vice-president and honorary president **Ing. Walter Raming** as well as our long-time member of the board of advisors **Dipl.-Ing. Josef Harbecke** for a minute of silence. We owe them a lot and will not forget them.

The presidency of UEEIV delivered a full report of account according to the statutes and brought to attention the events that have been organized during the last 2 years. A special mention was received for the seminar „Installation and Maintenance of Catenary by Systems“, which has been held at the 28th September 2009 in Graz with great success. A follow up on this event, due to widespread interest has been held in Fulda at the 09th November 2010 (s. report p. 2 and 3).

The report on the financial situation of the association, compiled by treasurer Dipl.-Ing. Sebastian Rutz, Switzerland, shows a balanced result on a low level. Activities scheduled for the future will only be possible after an improvement of the financial situation.

Further topics have been certification for EURAIL-ING (s. reports p. 10-12) as well as changes in the board of advisors, where a new chairman had to be elected. This topic has been rescheduled by the presidency and the board of advisors during its following meeting for the next session of the board of advisors due to the fact that only a small number of members of the board of advisors has been able to participate in this session due to scheduling problems.

A detailed reporting by individual membership associations regarding the status of their railways and activities in individual European states served the purpose of mutual information. An important topic of these reports has been the ever increasing lack of qualified railway engineers.

Ralf Richter
Recording Secretary of UEEIV

Reports from member associations



ŽID - Serbia

ŽID – Railway-Engineer-Society from Novi Sad – is a member of UEEIV since 2009. ŽID is active in expert areas of the railway sector, such as

- Training (Certification of railway engineer and experts, who are assuming an advisory role during the transportation of dangerous goods)
- Publishing activities (active participation of experts from Europe, including participation by UEEIV)
- Organisation of international expert meetings (thematically orientated in regard to actual railway specific problems)
- Construction activity (in reference to infrastructural activities regarding industrial tracks as well as public tracks).

At the moment it is the objective on a national level to reach an European standard, which seems to be quite difficult. Responsibilities for individual branches of the economy are still not clearly and sufficiently defined, which poses problems during the implementation of certain projects – especially regarding the responsibility for the railway infrastructure in Vojvodina. In regard to this matter there are some signs that a lot will be changing until the end of the year 2010 and therefore the way will be free for the implementation of activities by ŽID and the cooperation with UEEIV.

Until the cooperation should focus on the activity which is aimed at certification for EURAIL-ING. The implementation of a so called National Certification Office in Serbia is already being planned in detail, first meetings have already taken place. Until the end of the year a new National Certification Office will be actively working in Serbia. Especially in Serbia there is great interest by engineers to reach a documented standard of qualification on a European level, which means that an important objective will be reached on short notice.

The organisation of a seminar in cooperation with UEEIV which has been originally scheduled for fall 2010 will be rescheduled for the first half of 2011 due to the domestic political situation.

Furthermore an extension of the publishing activities of ŽID, possibly in close cooperation with and supported by UEEIV is planned. This is especially true in regard to the compilation of expert literature and expert publications which should be distributed all over Europe.

It is in this context that once again we must point out that ŽID is an organisation that is based on self financing which provides limited financial means and a great expert potential.

Concluding, we would like to point out our activities:

- Publication of magazines and expert publications (especially transportation of dangerous goods)
- Expert meetings with an international character (especially transportation of dangerous goods and further current topics)
- Participation in public discussions of individual regulations and drafts of laws a.s.o.
- Control and monitoring
- Cooperation with similar national and international organisations in the whole railway sector (at the moment especially with UEEIV)

*Milan Antonijević, Dipl-Ing.
President ŽID
(in adapted excerpts)*



Poland

The association of infrastructure engineers and – technicians of the Republic of Poland (SITK) is operating through 29 branch offices in Poland.

From the 8th until the 9th of May 2010 the ordinary general assembly took place in Solina (Southeastern Poland). It approved the activity of the association and discussed the development in the area of Polish infrastructure. Elections were held for the staffing of all organs according to the statutes - President, members of the board, revisionary commission and court of colleagues. Mr. Prof. Antoni Szydło has again been elected president as well as Mr. Dr. Ing. Andrzej Żurkowski as first vice-president. The general assembly compiled the program of activities for the election period 2010 -2014.



The association SITK furthermore publishes three monthly papers: „Traffic overview“, „Overview of the road system“ and „Metropolitan – and short distance travel “.



The fourth installment of of the “Railway Technology” took place from the 27th May until the 12th of June. The event started with a 2-day international conference under the topic „ERTMS in Middel- and Eastern Europe. Development-, Implementation- and Financial-Program“. This conference has been organized in cooperation with UEEIV, the Polish railway institute and PKP Polish Railway Lines AG.

*Tadeusz Kaczmarek, SITK
Presidency UEEIV*



Also during the year 2010, CIFI developed a very intensive activity (as usual, in average 90-100 events per year, taking into account congress, seminars, lectures, technical visits).

Among the most important events, the Seminars on the Energy savings in Railways (Milano, 25th January), on the railway centres of Milan (Milan, 18th March) and Rome (Rome, 15th April), on Technologies in Railways (Naples, 16th April), on Maintenance, innovation and accessibility of the railway network (Turin, 8th and 9th June), on the integrated system of transports in the Mediterranean area (Bari, 18th June), the 4th National Seminar on Tramway system (Rome, 30th September - 1st October), the Workshop on SCMT system (Milan, 7 October), on Developments and perspectives of Railway Signalling (Pistoia, 19th November), besides the sequence of "Afternoons of the Quality (Rome) and the yearly Awards for students and to the authors of the best articles in the CIFI magazines (Rome, 10th July).

The club tour 2010 in the West Coast USA-Canada (end of May) let to have an important view of the railway system in this area and of the urban transport as well. Other technical visits were done in Belgium, England and

Netherlands (21st - 24th April), to the tramway system of Florence (12th July) and to InnoTrans 2010 (Berlin, 23rd -26th September).

Among the new publications of CIFI in 2010 are the books "The railway vehicle - freight wagons" and "Safety equipment - Failures management and maintenance works".

Concerning the railway situation in Italy, after the opening to the revenue service of the last parts (Bologna-Firenze and Novara-Milano) of the complete HS connection North-South Turin-Milan-Bologna-Florence-Rome-Naples, occurred at the end of 2009. The substantial reduction of the travel time and the higher number of trains, railway got in 2010 a very strong increase of passengers (+ 22% in the connection between Milan and Rome and + 30% between Rome and Naples) achieving the first place (55% of the market) in the competition with aircrafts (34%) and cars (11%).

*Dr. Luigi Morisi
UEEIV Presidency
Secretary General of CIFI*

[GdI AdI]

association des ingénieurs des transports publics
gesellschaft der ingenieure des öffentlichen verkehrs

Switzerland - 100 years GdI / Award Golden Rail

116 engineers of SBB founded the society of engineers of SBB (GdI) in 1910 with the intention to „support relations among its members and strengthen the interests of the guild in ethical as well as economical aspects“. During the 100 years that have gone by since then the railway as well as its environment has changed substantially. The role of the engineer has also changed and university graduates from other areas of expertise are more numerous today. They are eligible for GdI-membership as well today if they are active in an enterprise in the area of public transport.

1910 the electrification of railway networks had only just begun. 25 years later automatic train

monitoring was introduced, 1960 roughly fifty years ago – the electrification of the SBB-net was concluded, twenty years later, 1982 the regular interval timetable was introduced, then came the lean infrastructure with the reduction of installations to the barely essential components and the complete restructuring of operations, the railway 2000 and the new alpine traversals.

All of the great technological, operational and traffic related innovations of these 100-years have been greatly influenced and developed in close cooperation with GdI. Today more than 1000 members of GdI take care of a öV-net which barely manages to transport the number of passengers despite a compressed timetable and

double decked vehicles (also in postal busses). According to the revised statutes of GdI “the support of the exchange of expert knowledge and innovations in the area of public transport as well as the maintenance of collegial relations among members beyond organizational boundaries” is in the focus today.

That is exactly what public transport needs today. A integrated perspective beyond boundaries – and we would like to add: also beyond national borders as well. Since 1924 GdI organizes regular international excursions and since the founding year of the roof organization of European railway engineer associations (UEEIV) GdI is a member.

Not only the achievements of GdI mentioned in the text like the regular interval timetable or the golden rail which is being awarded for 25 years now, but also the achievements and influences which create pictures in the mind of the observer are a part of GdI. These pictures have also the advantage of being independent of a particular language. This is not only important in Switzerland with its four official languages but also in the international traffic and exchange. 2010 GdI awards the golden rail to the Kanton Graubünden and the Rhätischen Bahn, whose Bernina-Line is getting 100 years old at the moment.

Rätoromanisch, German and Italian are the languages of the Kanton Graubünden and its railway, and so the certificate which accompanies the golden rail is in three languages as well, whereas,

– tongue in cheek – the headlines of the Italian text is taken from the fifth official language, English.

Kanton Graubünden receives the golden rail for its steady commitment on behalf of its railway. With the objective of a sustained and efficient traffic system it has constantly extended its infrastructure and complemented it.

The Rhätische Bahn receives the golden rail for its technological pioneer achievement in the area of infrastructure and vehicles, its tenacity and endurance in the contest with the forces of nature as well as for the all encompassing development of the whole Kantons for the transportation of passengers and goods.

The joint endeavors of Kanton and railway led to the inclusion into the world cultural heritage of Unesco.

This, among others is an expression for the fact how much public transport really influences the public and what kind of influence and importance public transport and its expert publications have even in a time of media overkill with easy and shrill contents and streets full of powerful and loud cars.

GdI, Switzerland (in essential parts)

Notes of the editors:

The board of GdI has agreed to make the commemorative publication on behalf of the 100-year celebration of GdI available to all membership associations of UEEIV. The commemorative publication can be ordered by all membership organisations that are interested at UEEIV.

Germany

Association of German Railway Engineers elects new president

Dipl.-Ing. Klaus Junker has been elected as new president of the association of German Railway Engineers at the 38th federal congress from the 22nd until the 24th October 2010 in Rostock-Warnemünde. He follows in the footsteps of Prof. Dr.-Ing. Lothar Fendrich, who, after a term of 6 years in office, has not been eligible for reelection

Frankfurt, 25.10.2010: Under the topic „Engineers design traffic“ VDEI has invited to its 38th federal congress which took place in Rostock-Warnemünde from the 22nd until the 24th of October.

Highlight of the event has been the elections for a new presidency of the association, beside the expert speeches during the day of the engineer, which have been held by renowned speakers from the BMVBS, the ministry of Schwerin and DB AG on aspects of infrastructural development in the north-eastern region of the republic – focus rail.

Prof. Dr.-Ing. Lothar Fendrich did not stand for reelection after two periods of together 6 years in office. The delegates elected Dipl.-Ing. Klaus Junker, who is active at railway operations at DB AG with the authorization of the board.

As a further new member Dipl.-Ing. Ewald Klüe joined the presidency and thereby followed Dipl.-Ing. Hubert Lehnhäuser who held the office of federal treasurer for 15 years.

Both were recommended by the delegates regarding their long term commitment. The vice presidents Dipl.-Ing. Roland Hubatschek, Dipl.-Ing. Manfred Kehr and the federal recording secretary Dipl.-Ing. Bernd Gruhn have been acknowledged in their respective offices by the delegates.

No changes were made among the chairmen of the expert committees – who are in their position at the same time members of the presidency. The expert committee infrastructure is still chaired by the already well proven Dipl.-Ing. Reiner Altmann, Dipl.-Ing. Thomas Harnusch is responsible for vehicles, Dipl.-Ing. Richard Huber is responsible for technical equipment and Dipl.-Ing. Rainer Paes is still responsible for traffic and operation.

The new president Klaus Junker pointed out during his short speech that he would like to continue the way to an opening of VDEI for all engineers of the system of track bound traffic and at the same time would look out for a greater cooperation with DB AG – as the biggest employer of the railway sector with the biggest potential for new members. Meetings are already scheduled with the board of DB AG and those responsible in the railway sector, e.g from BMVBS and the federal railway office, on the topic of supporting VDEI in his objectives as defined by the statutes to enable further training of all engineers of the railway sector.



Dipl.-Ing. Klaus Junker

*Dr.-Ing. Hartmut Jeschke
Secretary General and PR-Manager of VDEI*

Certification EURAIL-ING

Certification Report

More than 350 engineers from 16 European countries have been certified as „European Railway Engineers– EURAIL-ING“ during 11 years of certification. The 4th day of the engineer in Germany has provided the occasion to award the 200th German engineer his certificate.

Trendsetter of the European certification are still the civil engineers. Here as well as in other areas is still a significant potential for this high-level certification. It raises the railway engineer with his special set of skills among the mass of engineers and awards him a special importance.

In order to increase the public perception of certification, greater exertions must be undertaken in the future. It is planned to utilize events of membership associations for an active advertisement and the possibility of public awarding of certificates during congresses and symposiums as well as the offering of hand-outs. Information regarding EURAIL-ING should be placed more prominently at the homepages of membership associations.

In the area of railway technology some basic changes are well under way on an European level: ETCS-Standards, adaption of vehicle registration and ERA-requirements for a safety-management system, to name only a few. These are only some of the areas, which will open up future fields of activities for engineers, but at the same time they raise the level of requirements to a new level.

On behalf of the companies, if they are railway-transport or railway infrastructure companies, some long term strategies must be developed, which include a qualified personnel development. This development and also a sustainable technological change has not been visible at the moment. The danger is imminent to miss some chances in the competition with other means of traffic if railway engineers will not be included in the European process.

The efficiency of the value-added-chain cannot be realized by innovation alone. This will also not be achieved by the decreasing of expert personnel but also by means of the usage and consequent stimulation of the existing potential. In order to achieve that, the existing know-how agents must be identified in the first place. This is made easier through certified personnel. Only certified personnel is able to implement ideas practically and link them with the conditions of the market. In such a way success is guaranteed. If this way of thinking is being implemented, certification will develop in a positive way.

Contents of work regarding the steering committee are being structured accordingly:

- Analysis of certificates
- Evaluation of experience reports
- Enhancement and restructuring of the certification process
- Implementation of new certification offices (NZB) are planned and in preparation by ZID and VdEA,
- Acknowledgement of the certificate by UIC, CER and ERA
- Strengthening of contacts to the national railway agencies
- Measures to popularize the certificate
- Implementation of a Pin as a sign to acknowledge holders of certificate
- Protection of the brand „EURAIL-ING“ by the European patent office
- Increasing the efforts to achieve the acknowledgement of the certificate by railway- and industry companies increasing the advertisement via the internet.

All activities have the common objective to increase quality and importance of certification.

*Dipl.-Ing. Wilfried Lorenz – EURAIL-ING
Chairman of the steering committee*

200th certificate „EURAIL-ING“ awarded in Germany



From left: Prof. Dr. Klaus Riessberger, Dipl.-Ing. Lutz Peter, Dipl.-Ing. Wilfried Lorenz

On the occasion of the 4th day of the engineer at the 22. October 2010 in Rostock-Warnemünde the 200th certificate „EURAIL-ING“ in Germany has been awarded by UEEIV to Dipl.-Ing. Lutz Peter from Chemnitz.

Prof. Dr. Klaus Rießberger, president of the Union of European Railway Engineer Associations – UEEIV, could not miss to mention the fact that there is a new trend in his laudatory speech. Infrastructure companies are more and more saying that there is no demand for engineers anymore. The potential of engineers has been implemented throughout European, national and in-house regulations and does not need any additional creative implementation. The president warned that this wrong assumption can severely damage companies.

A fitting means to counter this trend would be the certification of engineers.

Lutz Peter has opted for this direction and is now a member of a community of more than 350 European railway engineers who are active all over Europe.

The 200th certificate has been awarded to a worthy representative of the engineers guild. Peter holds two qualifications. He is a graduate engineer for vehicle technology and also a civil engineer.

His career began at the German Reichsbahn. After conclusion of his studies in Dresden and Leipzig he acquired experience as head of transportation of a construction endeavor in Kazakhstan. After his transfer to an engineer office, Peter a.o. has participated in the renovation of the platform building Dresden-Neustadt and also in road construction projects.

For him the greatest challenge is always the ob-

jective to master the task at hand in the best possible way.

One of the most interesting tasks in his professional career has been his participation in the security update of the Arlberg tunnel in the period of time from 2006 – 2009. Working at the Austrian Federal Railway enabled him to get to know other points of view and other methods as well as reconsidering his own methods.

In Peters opinion the certificate „EURAIL-ING“ is an important instrument, to meet the high standard demanded by qualified engineers and to demonstrate what is meant by expert competence.

He values this very highly in the talks and discussions with members of VDEI and also the exchange of information. It was in this manner that he learned about the possibility of certification for "EURAIL-ING".

Especially for young engineers VDEI provides an opportunity, in his opinion, to participate in the wealth of experience of more experienced engineers.

Moreover he values very highly the fact that the association offers numerous possibilities of information as well as further training opportunities.

Peter expects from VDEI counseling of engineers in matters of their daily practice, early information about changes of the market and ways of strengthening the chances of its members in the competition.

The feedback of all those that have been certified as well as the feedback of Lutz Peter is quite positive altogether. Repeatedly the certificate is named as a prove of quality. It is to be hoped for that this perception will carry the day among employers and customers. It is an imperative of the time that during personnel development and commissioning this aspect must be strengthened. The specific skill set of a railway engineer is providing him with a singular position in the context of the training of engineers in common. This additional qualification is necessary in order to solve the challenges posed to a modern and multifaceted traffic company in the future.

Railway engineers must not let slip these possibilities of a personal proof of quality because the career is mostly in their own hands!

*Dipl.-Ing. Wilfried Lorenz – EURAIL-ING
Chairman of the Steering Committee*

Certification of operators of track construction machinery

UEEIV is interested to expand its activities regarding certification.

Via initiative of the company Plasser & Theurer a procedure for the certification of operators of track construction machinery has been drafted by the chairman of the steering committee certification „EURAIL-ING“. Starting point has been the demand by various construction companies to use only qualified personnel during track construction in order to ensure high quality of work. Via certification according to a defined proffer qualification parameters should be measured and their quality should be documented through a certificate of competence. Proof must be documented in order to ensure that recent and up to date knowledge in the following areas does exist:

- Structure and mode of operation of track construction machinery
- Measurement and regulation systems of track construction machinery
- Maintenance of track construction machinery
- Operation of control devices of track construction machinery
- Measures during failure of track construction machinery
- Track-geometry / Track parameters according to regulations of railways
- Track construction- and maintenance procedures
- Practical experience
- Quality control of services rendered with track construction machinery
- Fire-safety and occupational safety and health

Certification has been identified as a possible means to achieve this. Via the neutral position of the Union and its experience with certification of personnel the assignment of this task to the central certification office was deemed most practical.

The newly drafted quality management handbook will be valid for both certifications in the future.

The certification handbook for operators of track construction machinery is differing significantly from the procedure as it is today.

The certificate will only be awarded if practical experience of the operator of the machinery can be documented qualitatively. Only then can an application for an examination be registered. The examination consists of a written, oral and practical part.

Certification is being awarded for five years.

In order to manage the processes and also the direction and monitoring of the central certification office a special competence board will be implemented which will also be responsible for the further development of the procedure and the examination questions as well as the pool of exercises.

This competence board should consist of persons who will provide and the dependent function of the office. They should be persons which will acknowledge the importance of the work of the certification office in behalf of the customer as well as the economy and who are able to judge the implications that their decisions will have.

Handbooks and management documents have been drafted in cooperation with Plasser & Theurer and have been prepared for accreditation. As a next step the certification of a pilot should take place during the first half of 2011 in Germany.

In order to achieve this, necessary auditors must be named and trained. Special consideration must be given to the existing expert knowledge in the areas of technology and examination psychology as well as the adherence to the neutrality of personnel.

After the conclusion of the test phase the procedure should be extended to other countries and providers of track construction machinery.

*Dipl.-Ing. Wilfried Lorenz – EURAIL-ING
Chairman of the Steering Committee*

Miscellaneous

Obituary for Ing. Walter Raming



At the 28th September 2009 Ing. Walter Raming, long time sales director of the company Firma Plasser&Theurer and vice-president, later honorary president of the Union of European Railway Engineer Associations (UEEIV) as well as honorary member of our membership associations ÖVG and VDEI passed away. His name cannot be separated from the introduction of mechanized track maintenance, with the further mechanisation of great construction works regarding track installations and with the development of the role of the Austrian Traffic Scientific Society as an organizer of international meetings.

After completion of his education at the then so called industrial school (today it is called upper commercial school) in Vienna, he started his military service, which he survived unscathed. He found his first employment as a technician at the company Kores, which at the time was one of the leading companies in the area of stationary. It was there that he took a liking in sales.

Soon after the foundation of the company Plasser&Theurer he joined their sales organisation in 1962 which was quite small at the time and extended it continually in „his countries“, Germany, Switzerland, Italy and Spain. The increasing demand of railway administrations to exchange the exerting manual labour for mechanised methods during the construction and maintenance of railway lines provided a growing market for him and also made it possible for him to fulfil customer wishes on behalf of his company. He did all this with great success.

His special, lasting achievement has been the implementation of an initiative with the objective of bringing together railway administrations, industry and universities in order to work together on the topic of “track construction”. Until today the „working group superstructure“ is holding its meetings within the context of the Austrian Traffic-Scientific Society (ÖVG) regularly. With the first of the nowadays already traditional ÖVG-meetings on questions of railway infrastructure, which has been held in the spring of 1973 at the Technical University Graz, he initiated, without actually planning it, an activity that is going on until today, which brings people together regularly that are responsible for track construction.

His working style was characterised by careful preparation and precise, efficient negotiations. Beating around the bush was not his style. Some might remember him as a challenging, sometimes even bad tempered contemporary, but at the same time he could be an affable, joyful colleague who valued loyalty and joint commitment to the task.

With Ing. Walter Raming a pioneer of modern railway has left us, who has achieved a lot of change in the background. All who have known him will keep him in within their recollection in the most positive way.

*Prof. Dr. Klaus Riessberger
President*

Josef Harbecke deceased



At the 26th June 2010 Josef Harbecke passed on after a short and very severe illness.

Harbecke, born at 10th May 1939 in Bochum, was raised in Küstelberg in Hochsauerland. It was there that he went to public school, later on to high-schools in Medebach and Winterberg. Afterwards he received training as a mason, a profession he exercised for quite some time. Beside this he acquired a technical college degree in order to pursue his studies at the federal engineer school for construction in Essen in 1960. There he concluded his studies in July 1963 with his exams as an civil engineer.

After his studies Josef Harbecke started his professional career as a civil engineer in the department for construction of the building enterprise E. Heitkamp in Wanne-Eickel in August 1963. He stayed with the company group Heitkamp until retirement in May 2004.

1973 he was named head of construction. Since 1985 he took over responsibility for the department railway construction. 1997 Josef Harbecke was named special special agent of building enterprise Heitkamp. 2001 he became managing director of the newly founded Heit-

kamp Rail GmbH and chief representative of building enterprise Heitkamp.

With the department of railway construction of company Heitkamp he managed small and great construction projects on behalf of Deutsche Bundesbahn, later Deutsche Bahn AG. Besides this eminent projects of building enterprise Heitkamp were managed successfully under his leadership on an international level. In the context of these activities he traveled half the world from Venezuela to Taiwan.

Besides his activities on behalf of Heitkamp he was active in various associations and organizations regarding the support of the railway sector in general. Over many years he supported the work of the regional expert committee railway construction in NRW within the main association of the German construction industry in the last years as chairman.

Josef Harbecke with the company Heitkamp has been one of the founding members of EFRTC, an association which united prominent European rail manufacturing companies.

He has been active as well in the roof-association of European railway engineers, UEEIV, where he belonged to the board of advisors until his retirement from his profession, as well as in the association of German railway engineers, the VDEI and also in the board of advisors of the expert publication Railway Engineer.

In the VDEI-region Essen Josef Harbecke organized expert excursions and shared his knowledge during many discussions and speeches.

For Josef Harbecke a further field of activity has been training and support of new colleagues. He committed himself on behalf of the training of company foremen at the training centre of the German construction industry in Hamm.

Josef Harbecke like no one else embodied the railway engineer and railway construction on behalf of the construction company Heitkamp. His honesty and reliability has not only been valued by his co-workers but also his business partners on a national and international level. He has been an expert who was proficient in all areas of railway construction, who has been able to convince others and always focused on the essential aspects.

Mr. Harbecke leaves behind a wife and a grown-up son.

With Josef Harbecke we loose an excellent expert, counselor, colleague and friend.

By Joachim Korn (in part)

**Report regarding the conference
„Verenja Osoba Doprava“ (Public Passenger Transport)
of the Slovakian Scientific-Technological Society (SVST-D)
in Bratislava at the 7th and 8th September 2010**

At the 7th and 8th of September 2010 a congress concerned with questions of public transport has been held by the Slovakian Scientific-Technological Society (SVST-D), wherein railbound metropolitan transport was the main focus-point of the speeches.

At the beginning recent developments have been discussed – in a critical manner mostly -, during which the minister of traffic of the recently abdicated government, Doz.Dr. Antonin Peltram, offered some outspoken opinions which did not remain uncriticized, but at least led to a spirited discussion.

The concise presentation of the project „Central-Station Vienna“ by Dr. Hartig, ÖBB Infrastruktur, left a considerable impression.

The background and procedure regarding certification for „EURAIL-ING, was presented by the president of UEEIV, Prof.Dr. Riessberger. During the further course of the two day conference - a Slovakian/English translator was only provided during the first day – problems of local public infrastructure have been discussed, while most of the contributions were provided by the Technical Universities of Zilina/Slovakia, as well as Praha Plzen/Czech-Republic. The vehicle producing industry of both countries has also been represented by a number of speeches.

With the chairman of the Slovakian Scientific-Technological Society, Mr. Dipl.-Ing. Milan Klubal our invitation to join UEEIV has been discussed and referred to contacts to Mr. Dipl.-Ing. Brinkmann in Vruty. Mr. Klubal acknowledged the existing interest and pointed to the upcoming General Assembly of SVST-D at the 14th September 2010, during which a respective decision should be reached.

*Prof. Dr. Klaus Riessberger
President*



*Frohe Festtage
Meilleurs Voeux
Season's Greetings*

*to all our
member associations
and
supporting members
the presidency of UEEIV*



Impressum

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