

# News view 242

## Changing and yet enduring



**IRSE**  
INSTITUTION OF  
RAILWAY SIGNAL  
ENGINEERS



I have mentioned in previous News view articles our plans to re-brand the IRSE, including the introduction of a new logo. We are intending to introduce the changes at the beginning of May, and there will be

an article in next month's IRSE News to introduce the logo and explain the reasoning behind the changes.

All organisations need to adapt and modernise over time, and that includes changing how we present ourselves to members, and how we are perceived by 'not yet members', the wider industry and the public. There are not many organisations that retain their logo for over 100 years! From May onwards we will start to use our new branding (quite different

to the current one), although we will retain the old logo for a few specific purposes. But the change is not just about the logo. We are evolving IRSE News to give it a new look and feel. The May edition will showcase these changes and we welcome feedback on this new look. As you may be aware we have increased our use of social media, and all being well later this year we will have a new website. All this, and more, is aimed at ensuring the IRSE continues to be perceived as a modern institution that is relevant to the global rail industry and railways, and to ensure we are positioned to attract new members.

On the subject of change, you probably saw the advertisements for a new Chief Executive in the previous two editions of IRSE News. I am planning to step down in August, having served for three years as CEO, and over 40 years in the rail industry. We are currently in the process of appointing my successor.

Change is inevitable, and should be welcomed, but it is also good to celebrate the enduring value and appeal of the IRSE. At the end of January the Netherlands Section of the IRSE celebrated its 10th anniversary, and our president and I joined Section members on 25 January in Utrecht to mark the occasion. The Netherlands Section is a great example of just how good a local section can be. In its ten years it has grown to a membership of 220, it has a highly effective and forward-looking committee, and it regularly provides events for its members. Most importantly, it has a vision and a plan for its future direction and growth, which builds upon the IRSE's overall Strategy and Implementation Plan.

Local Sections are a vital element of the IRSE – so if there is one that is geographically suitable for you, make sure you support it and attend the events that it offers.

**Francis How, Chief Executive**

## Cover story



Our cover photo shows a freight train operated by mining company LKAB over the route from Kiruna, Sweden to the Baltic at Luleå and Atlantic Coast at Narvik, Norway. Trains are controlled with the assistance of Driver Advisory Systems (DAS). Each 750 m train consists of 68 ore cars, carrying up to 6,800 tonnes of iron ore.

DAS provides real time information to assist the driver with the control of traction and braking to keep trains on the optimum speed profile for the route. The

connected DAS (C-DAS) on this route is linked to the traffic management system to synchronise arrival of trains at crossing points, avoiding unnecessary braking and standing at stop signals.

This month's article on DAS describes the different systems and the benefits that they can deliver, together with the challenges in providing such systems to deliver the efficiency benefits safely.

*Photo LKAB Image provided by Transrail – photographer Frederic Alm.*

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