

L N (NOEL) INGLIS

7 - DEC 2001

P O BOX 411

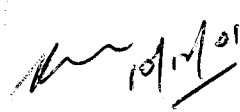
ALBANY WA 6331

041 352 8254 OR 0411 464 979

A/H 08 9841 3564

3/12/2001

Dr Ken Michaels **email noel61@telstra.easymail.com.au**
Acting Rail Access Regulator
PO Box 7459 Cloister Square
PERTH WA 6850



Dear Dr Michaels

In reply to a request for Public Submissions regarding limiting the Kalgoorlie to Esperance railway track for certain types of traffic.

As a person now nearly 62 years old, with over 380 years of railway experience on both of my late parents families, including my father being a driver, having a grandfather as a Station Master, grand uncles as safe working porters, fettlers, railway carpenter and a guard, uncles as driver, guard, per way inspector and fitters assistant, a cousin a driver, a brother a driver and a nephew a drivers assistant, as well as myself having travelled extensively on railways in every state and territory of Australia as well as overseas, I feel I should put in a work on the subject in paragraph one.

I feel that the Esperance line, which was constructed initially in two sections, the southern section from Esperance being a remote railway for many years, being built for the people of that part of WA should not be only a permanent way for the large mining consortiums which I suspect is considered in "higher circles".

When the new Prospector sets are delivered and put into service in 2002, my personal wish would be to see at least three of these units kept based at Kalgoorlie. A set of two to be used on the Esperance line instead of the abominable buses, would be welcomed by all, from old age pensioners, people with physical problems and mothers of young children. (The other unit should do a Leonora run also to get rid of the bus trip).

I recall travelling to Esperance from Perth, as 10 year old, with my father on the Kalgoorlie Passenger, in a coach, which was detached at Coolgardie. My father's reason for choosing that trip was "you never know when the bloody heads will chop out passenger rail service to Esperance". He was so right, and now it would appear that trips such as those run by Kevin Pearce from the Sunday Times will be banned by the desires of the mining companies.

It is so regrettable, that the wishes of very remote millionaires seated in their plush offices, who generally use limousines and first class air travel, can bring such pressure to bear on such a system as the rail access authority.

When it was owned by the WAGR in past days, it was "owned by the people for the use of the people" but sadly this has gone by the board. Even Albany does not have a

commuter passenger train, but it does have up to five buses a day out of it in holiday time, and at least three buses in and out each day.

I feel that places such as Norseman and Esperance should be promoted extensively for rail travel overseas, in the manner that the United Kingdom has been famous for, for a number of decades. There are many people world wide, who will travel by train in preference to any other mode any time.

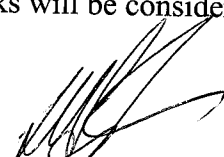
This could be more feasible, now that South Spur Rail and the ARHS of WA have formed a new company for Railway Heritage Tours using the ARHS coaches of standard gauge and South Spur locos. If the limitations of travel were imposed on the Esperance branch, this would eliminate any trips to that town which may have been on the drawing board.\

Yet people would pay gladly to travel in coaches ranging from the very first on the Nullabor, to the first air cons on that service. It would be promulgated world wide in magazines such as "Railway" in the UK and "Trains" in USA. And that only covers the major English speaking magazines, many European countries especially Germany are well and truly aware that tourist railways (even run by the Govt) are big earners. The Russians in particular are one of the leading countries in this regard, pulling steamers out of literally 'nowhere' rehabilitating them and filling every trip they list.

Another thing to remember, is that a truck of minerals does not spend any money, and even the ships in port, are in and out so quick these days with faster loading methods, whereas the live traveller, often has deep pockets.

I hope my remarks will be considered before a final decision is made.

Yours Sincerely.



Mr. L.N. (Noel) Inglis.