

September 2017

Railway DIGEST™

Rolling stock:

Southern Shorthaul Railroad Grain Hopper Wagons



Ghosts of the Great Northern
Chasing Trains on a (motor) bike
Making mainline derailments history
The Australasian Rail Industry Awards Dinner

Published monthly by the Australian Railway Historical Society (NSW Division)

SPEAKERS INCLUDE:

- Sir Terry Morgan CBE, *Chairman, Crossrail UK*
- Gerhard Kress, *Director Mobility Data Services, Siemens AG*
- The Hon. Anthony Albanese MP, **Shadow Minister for Infrastructure, Transport, Cities and Regional Development, Shadow Minister for Tourism**
- Neil Scales OBE, *Director-General, Department of Transport and Main Roads*
- Howard Collins OBE, *Chief Executive, Sydney Trains*
- Emma Thomas, *Director General, Transport Canberra*
- Bob Herbert AM, *Chair, Australasian Railway Association*
- John Fullerton, *CEO, Australian Rail Track Corporation*
- Nicole Stoddart, *Managing Director, Construction Services, ANZ, AECOM*
- René Lalonde, *CEO, Transdev*
- Loretta Lynch, *Managing Director, Keolis Downer Gold Coast*

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- Nick Easy, *CEO, Queensland Rail*
- Michael Bailey, *General Manager Railroad Operations, BHP*
- Danny Broad, *CEO, Australasian Railway Association*
- Roy Cummins, *CEO, Port of Brisbane*
- Stephen Troughton, *Deputy Secretary Infrastructure and Services, Transport for NSW*
- Michael Miller, *CEO, Downer Rail*
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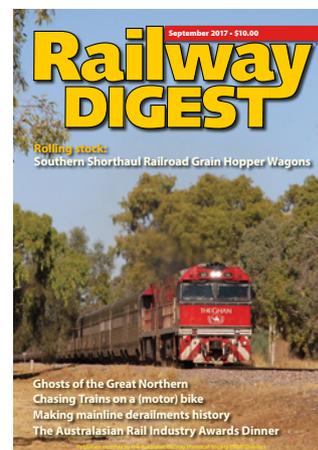
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September 2017

Volume 55, Number 9



Features

The Australasian Rail Industry Awards Dinner 26

Individuals and organisations from the Australasian rail industry were recognised for their outstanding achievements and innovations at this year's Australasian Rail Industry Awards event, held in the Grand Ballroom of The Sydney Hilton Hotel.

Chasing Trains on a (motor) bike 30

Rail (and motorbike) enthusiasts, Peter Reading and Mick James had been planning a railfanning trip out on the western line from Brisbane for some time, and with Mick's acquisition of a new bike, the choice of transport mode became obvious!

Making mainline derailments history on the ARTC network 36

The frequency of derailments on Australian rail networks is declining but the larger size of today's trains means that when derailments do occur the consequences are often more severe in terms of rolling stock and track damage and can result in lines being closed for lengthy periods. Phillip Campbell describes the steps that ARTC is taking to 'make mainline derailments history'.

Regulars

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Cover: On Monday 5 June, 1AD8 *The Ghan* arrives at Alice Springs from Adelaide, bound for Darwin, behind Goninan/GE units NR74 and NR109. Scott Mitchell

Back cover upper: An XPT Set departs Melbourne for Sydney over the North Melbourne flyover, on Sunday 9 July. Robert Kingsford-Smith

Back cover lower: A loaded train drops down the 2% grade near the 91 kilometre post on the east track of the Rio Tinto line in north-west WA on 24 June, led by ES44DCi units 8191 and 8115 and Dash9-44CW 7050. Peter Clark

Infrastructure Australia says action needed to protect vital corridors

Infrastructure Australia, the nation's independent infrastructure advisor, has launched a new paper compelling Australian governments to act to protect vital infrastructure corridors and avoid cost overruns, delays and community disruptions when delivering new infrastructure projects.

The third paper released as part of the Infrastructure Australia's *Reform Series, Corridor Protection: Planning and investing for the long term* shows that protection and early acquisition of just seven corridors identified as national priorities on the Infrastructure Priority List could save Australian taxpayers close to \$11 billion in land purchases and construction costs.

These strategic corridors are:

- East Coast High Speed Rail,
- Outer Sydney Orbital Road,
- Outer Melbourne Ring Road,
- Western Sydney Airport Rail Line,
- Western Sydney Freight Line,
- Hunter Valley Freight Line; and
- Port of Brisbane Rail Line.

"Meeting Australia's future growth challenges require long-term vision. As our cities and regions undergo a period of considerable change, strategically important infrastructure corridors need to be preserved early in their planning to avoid cost overruns, delays and community disruption during the project delivery phase", said Infrastructure Australia Chairman, Mark Birrell.

"Australia's governments have an immediate opportunity to deliver an enduring infrastructure legacy to future generations. Protecting seven of the corridors identified in the recently revised Infrastructure Priority List could save Australian taxpayers close to \$11 billion. To put that sum in perspective, it is the equivalent of more than two years' spending by the Australian Government on land transport such as major roads, railways and local roads. The most urgent priority for protection is the east coast high speed rail corridor. This critical corridor faces immediate pressure due to its proximity to major population centres and should be a key focus for NSW, Victorian and federal governments", Mr Birrell said.

The Corridor Protection: Planning and investing for the long term report can be downloaded at: <http://infrastructureaustralia.gov.au/policy-publications/publications/corridor-protection.aspx>

Logistics giants join forces in regional NSW

To celebrate 10 years' operation in Parkes, SCT Logistics is teaming up with DP World Australia to present a joint capabilities initiative. The partnership will see the two companies work together to service regional trains providing exporters and importers direct access to the dock at DP World Australia's Sydney terminal via Botany Intermodal.

On Wednesday 26 July, the companies held an information session at Parkes for local exporters and importers, government and transport providers to gain an insight into opportunities available within the supply chain.

DP World Australia's Chief Operating Officer Logistics, Mark Hulme said "Botany Intermodal will offer fast and efficient container coordination, movement, cleaning, repairs, refurbishment and storage services to customers who are transiting container freight into and out of the terminals.

"Botany Intermodal's connection to the Southern Sydney Freight Line will drive improved rail efficiency and speed of service to adjacent stevedoring operations. This is a fantastic opportunity to connect Parkes and the Central West with the port", Mr Hulme said.

SCT Group's Managing Director, Geoff Smith said, "We currently

move freight from Perth to Sydney via Parkes. We are well positioned to expand these services to include your export into Port Botany to meet vessel cut offs. We are working to bolt on more service types to existing services and infrastructure to provide trust and confidence to the regional sector."

"Furthermore, we have 324 hectares in our regional intermodal estate that would be ideal for exporters or importers to situate themselves in the strategic Parkes rail hub", Mr Smith added.

It's expected that the partnership will see a reduction in truck dependency across the region and improved environmental outcomes.

Parkes Shire Mayor, Cr Ken Keith OAM congratulated SCT Intermodal Parkes for achieving ten years of service in the region, and commended both companies for diversifying their operations to maximise the potential of the Parkes Logistics Hub and deliver positive outcomes for the region.

"This partnership will further connect our region to a global market via one of the major ports of Australia, placing Parkes and the Central West into an economically advantageous position. We compete in global markets and as such transport efficiency is critical to our competitiveness."

Melbourne Metro Tunnel builder announced

The design and builders for the biggest public transport project in Victoria's history were announced by Victorian Premier Daniel Andrews and Minister for Public Transport Jacinta Allan on Sunday 16 July.

The Cross Yarra Partnership (CYP) – a consortium led by Lendlease Engineering, John Holland, Bouygues Construction and Capella Capital – has been selected to build the Metro Tunnel and five new underground stations.

The decision follows an extensive competitive tender process with some of the world's most experienced construction and tunnelling contractors.

The project will build five new underground stations, each with its own identity. They will include wider platforms, more natural light and sweeping arches, bringing world-class urban design to the heart of Melbourne and its train network.

There will be open space above ground at all five stations, and

additional entrances to reduce crowding on major streets in the CBD, including two entrances at City Square, and at Swanston Street, Flinders Street, Federation Square, Franklin Street and La Trobe Street. In Parkville, a new entrance will be built on the doorstep of the Royal Melbourne Hospital, giving thousands of people from Melbourne and regional Victoria better access to the Hospital.

Walkways at Flinders Street and Melbourne Central stations will be put underground, allowing passengers to change easily between the Metro Tunnel stations and the City Loop, creating a true, international-style metro network.

Domain station will feature a floating timber canopy and it will sit below the new tram interchange on St Kilda Road, relieving the pressure on the world's busiest tram corridor.

Early works are well underway, with major construction on the tunnel and stations expected to start next year.

Promoting Victorian rail infrastructure in China and Hong Kong

Victorian Minister for Public Transport Jacinta Allan travelled to China and Hong Kong on Monday 24 July to strengthen Victoria's position as a regional leader in rolling stock manufacturing. During her trip Minister Allan met with senior government officials and transport industry leaders in Hong Kong, Nanjing, and Changchun to exchange ideas and encourage continued investment in Victorian transport projects.

The Minister visited MTR Hong Kong to inspect some of its major expansion projects to extend Hong Kong's railway network by 25 per cent, which are similar to projects like the Metro Tunnel and Regional Rail Revival in Victoria. The Minister inspected progress on new rail lines for the Nanjing Metro, which carries about 720 million people annually, and oversee the signing of a memorandum of understanding between Monash University and train wheel manufacturer Maanshan Iron and Steel. The agreement means Victorian transport professionals can travel to Nanjing to exchange rail infrastructure knowledge and skills.

Minister Allan also visited the world's largest rolling stock manufacturer, CRRC, to view their state-of-the-art factory in Changchun. CRRC is part of the consortium who will design and build 65 new high capacity metro trains for Victoria. The High Capacity Metro Trains will be built in partnership with Australian company, Downer Rail, in Newport, Victoria using 60 per cent local materials. The project will result in 1,100 local jobs, including throughout the supply chain, and will strengthen Victoria's rolling stock capability.

The new trains will carry around 20 per cent more passengers than existing trains when they begin entering service in 2019, and will be equipped with the latest technology for passenger comfort, accessibility and safety.

The visit forms part of the Victorian Government's China Strategy to strengthen the state's economic, cultural and personal ties with China and create more jobs and business opportunities.

Name change for Brookfield Rail

In a Tuesday 11 July media release, Brookfield Rail CEO Paul Larsen announced that the company had changed its name to Arc Infrastructure. "It's an exciting time for our business. While we remain a Brookfield company, we're looking forward to creating our own unique identity as Arc Infrastructure," Mr Larsen said.

Mr Larsen said that as the long-term manager of the Western Australia's 5500 kilometre freight rail network, Arc Infrastructure has a proven track record of connecting the state with national and global markets. "As

Arc Infrastructure, our new name reflects our commitment to making an even greater contribution to the growth of Western Australia's economy. "Since 2000 we have invested more than \$2 billion in the freight rail network and increased the volume of product being moved on the network by 126 per cent. "We see this as a great opportunity to create our own identity while still having the support of our parent company Brookfield. We look forward to continuing to deliver positive outcomes and contribute to the State as Arc Infrastructure," Mr Larsen said.



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Southern Shorthaul Railroad wins Emerald Grain southern NSW/Victoria contract

Southern Shorthaul Railroad (SSR) commenced a new contract on 1 August 2017 hauling grain for Emerald Grain Pty. Ltd from southern NSW and Victorian locations to the Emerald Grain export facility at Appleton Dock, Melbourne. Grain storage sites to be visited by SSR's train in the coming months include Coolamon, Henty West, Boree Creek and Oaklands in NSW and Dimboola in Victoria.

Motive power initially allocated for the new service comprises three of the six former Victorian Railways C Class Clyde/EMD units owned by SSR, marking a return of these locomotives to their home state after a number of years in 'exile'.

SSR will be using BGKF grain wagons for the new contract. These are former Leigh Creek coal hoppers purchased by SSR last year and modified for grain haulage by the company at Lithgow in recent months. Over 100 BGKF wagons are already in use on grain contracts in NSW and it is anticipated that all 180 will be in service by the end of the year. (See article, from page 42 of this issue.)

In preparation for the new contract SSR locomotives GM22 and GM27, and T363 and T381 were used on numerous crew training and

familiarisation runs during the second half of July to various points on the ARTC standard-gauge network in Victoria, including the Oaklands branch. This was followed by a 'positioning' run on Monday, 31 July when C504, C506 and C509 departed Lithgow for Coolamon via Parkes with 58 empty BGKF hoppers in tow as train 7347 – locomotives 4911 and 48s28 were also hauled dead attached to Parkes. The first train of 58 wagons was then loaded at Emerald Grain's Coolamon main line loading site on Tuesday, 1 August, departing Coolamon at 4.30 pm as train 3CM9 and unloading at Appleton Dock, Melbourne the next day.

Emerald Grain commenced operations in 2004 and in 2010 Japanese-based Sumitomo Corporation purchased a 50 per cent share in Emerald. Emerald acquired grain marketer Australian Bulk Alliance (ABA) in 2012 and in 2013 the ABA name was dropped in favour of Emerald Grain. In 2014 Sumitomo Corporation purchased 100 per cent of Emerald. In addition to its Melbourne export terminal, Emerald has an interest in the Quattro export grain terminal at Port Kembla, in association with Qube, Cargill and COFCO Agri. That terminal was opened in March 2016.

Railway people

Former OZ Minerals chief to lead Genesee & Wyoming Australia

On Thursday 20 July, Genesee & Wyoming Australia (GWA) announced that Luke Anderson, the former chief financial officer (CFO) of Australian mining company OZ Minerals, has been appointed as the rail freight operator's CEO from 2 October.

Mr Anderson will give up his position as CFO at OZ Minerals, which he has held since 2015, to take up the GWA appointment. Before working for OZ Minerals he was CEO and president of Unimin Corporation, one of North America's largest industrial minerals and mining companies.

"With two decades as a successful leader in the global mining industry, Luke has the ideal background to lead GWA," said Jack Hellmann, chairman, president and CEO of Genesee & Wyoming Inc. (G&W), which owns GWA in a 51-49 per cent partnership with fund manager Macquarie Infrastructure and Real Assets (MIRA). "His vision for the customer-centric railroad will only strengthen GWAs existing

reputation for outstanding service and help us accelerate our growth in the opportunity-rich Australian environment."

Mr Anderson succeeds G&W Chief Operating Officer David Brown, who has served as interim GWA Managing Director since December 2015, when GWA acquired Glencore's Hunter Valley rail business for \$1.14 billion and issued a 48.9 per cent equity stake to MIRA.

GWA is Australia's third-largest rail service provider, with about 600 employees, 100 locomotives and 2300 wagons, and manages 3700 kilometres of track, including the 2200 kilometre Tarcoola-Darwin line.



Luke Anderson

ARTC leadership appointments to Inland Rail project

Neil Burlison has commenced the role of ARTC General Manager Finance for Inland Rail. Based in the ARTC Brisbane office, the position is responsible for the financial management of the program. This key leadership appointment is the first since the Australian Government announced in the 2017/18 Federal Budget its commitment to the full delivery of Inland Rail with an additional \$8.4 billion equity investment in ARTC.

ARTC Chief Executive John Fullerton said that establishing a new Inland Rail division within ARTC was a priority. "With Inland Rail now fully funded, ARTC is putting in place structures, teams and systems that will support the delivery of Inland Rail to expected operation in 2024/25 and beyond," Mr Fullerton said. "As part of that work, I am very pleased to welcome Neil Burlison to the Inland Rail leadership team." "Having worked for companies such as Origin Energy, ITS Energy Services and BP he has sound experience in joint venture negotiations and complex financial models which will be an asset to the program."

The Australian Government's 2017/18 budget announcement also confirmed that the 126 kilometres section of Inland Rail from Toowoomba to Kagaru in Queensland will be delivered through a Public Private Partnership (PPP). ARTC is leading the work, in conjunction with the Australian Government, to establish the PPP.

Mr Fullerton said that the General Manager Finance position will report to the newly-created position of Chief Executive Inland Rail, which is currently being recruited.

For more information about Inland Rail visit: <https://inlandrail.artc.com.au/>



Neil Burlison

Canberra light rail testing from January 2018

Light rail vehicles could be running from January 2018, when the commissioning and testing phase of Canberra Metro's \$710 million Gungahlin- City project gets under way.

ACT Transport Minister Meegan Fitzharris toured the Mitchell depot site on Wednesday 27 July, where stabling yards, maintenance facilities and an administration office for light rail are under construction.

An announcement on the route for stage two is pending, the first tracks will be laid soon and the light rail stops have been given the tick of approval by the National Capital Authority.

"There's no turning back from here," Ms Fitzharris said. "Canberrans who have come along the route recently will have seen enormous progress, we have construction at every stage of the route now."

Scenario testing will take place on the northern section of the route, between the Mitchell depot and the Gungahlin terminus from January to July next year. It is hoped the first passengers will use the service by August.

However, progress has come with disruption caused by the closure of a number of major inner city Northbourne Avenue intersections at various times to allow light rail track laying to proceed.

Ms Fitzharris said she was confident the disruption would be "minimised" and dismissed comparisons to George Street in Sydney,

where light rail construction has reduced retail trade. "Each episode of disruption is limited to 54 hours so that's a very short period," she said. "It's a very well planned project, of course George Street is very different to this route and one of the reasons for that is this route was built for light rail so we know there's been planning for 100 years to have mass transit down the majority of this route."

She said they had been working with the Canberra Business Chamber to mitigate the impact of construction on businesses with retail frontage in the light rail construction zone.

"What I'm confident they do know is that when the project is completed their businesses will benefit and they'll have been informed along the way," Ms Fitzharris said.

The ACT government is soon to reveal more detail about the Elouera Street light rail station (located on the northern edge of the Canberra CBD) and the proposed Northbourne Plaza, which will link the historic Melbourne and Sydney buildings, creating better east-west integration in the city centre.

"That is also a really important part of this project in the city, and that's to really liven up the area between the Melbourne and Sydney buildings," Ms Fitzharris said.



The 60 kilometre Ungarie – Naradhan line, part of the John Holland Country Regional Network's southern NSW rail system, has not only survived but has been upgraded to accommodate 'mainline' locomotives, that is, up to a 22 tonne axle load at a maximum speed of 35 km/h. In this Wednesday, 21 June view, a Pacific National grain train (No. 9325) from Port Kembla with Clyde/EMD 82 Class units 8248 and 8251 is loading at Kikoira, roughly the halfway point on the branch line. The 82 Class 'infiltration' on to NSW grain trains has now reached the point that double units of this class can be found occasionally on grain services. Kikoira once boasted shops and a hotel but there is no commercial activity there now other than the GrainCorp silos. John Hoyle

NSW rail user groups meet in Goulburn

Regional rail user groups came together in Goulburn on Wednesday 19 July to discuss how they could work together to further improve passenger train services in NSW.

Representatives from the Orange Action Group, the Border Rail Action Group and Dr Ian Gray from Charles Sturt University Wagga, as well as members of the Southern Tablelands Rail Users Group (STRUG) attended.

In a report in *The Goulburn Post* STRUG president Greg Price said: "We are all fighting the same issues - the lack of passenger train services and the reliability of the trains, as well as the delays caused by track work with the ARTC system."

He said another issues considered were ensuring different train systems were integrated so commuters did not miss their train and bus connections; and poor communication between the government and NSW Trainlink. "A new timetable is coming out in October this year, but no one from Transport NSW has sought input from the regional area", Mr Price said.

The groups have formed a joint umbrella organisation called Regional Rail Action NSW and highlighted a number of key issues to start lobbying about. "We want to advocate for passenger services for Regional NSW. We want input into timetables and to be able to suggest additional services," Mr Price concluded.

Hopes rise for the sale of vacant ARTC land in central Albury

Albury City Council hopes that dormant railway land in the city centre may be sold by the Australian Rail Track Corporation (ARTC).

The area bound by Young Street and the Hume Highway and Dean and Wilson streets has long been largely vacant, apart from old railway housing used by squatters.

Albury mayor Kevin Mack said a meeting between the council and ARTC managers on Thursday 21 July had raised the prospect of movement on the land's status.

"We're having very, very positive discussions, which is better than we've had previously," Cr Mack said. "They're interested in coming to the table on a lot of issues."

Cr Mack would like the federal government land to be gifted to the council for redevelopment.

"It's a long way off, but the conversation has been positive," he said. The ARTC had realised the failures of the Victorian North East rail line had been a "public relations disaster" and it provided a link to it engaging on the land, Cr Mack said. He believed bureaucracy had stalled previous action.

"They own 8500 kilometres of track on behalf of the federal government and assets on the line aren't their priority," Cr Mack said.

Movement on the railway land comes five years after the Allied Flour Mill on the corner of Young and Wilson streets was demolished.



Running close to an hour behind the timetable, Aurizon's 2MB7 Melbourne-Brisbane intermodal freight charges through Paterson with EDI/EMD units LDP 009 and LDP 006 in charge, on Tuesday, 18 July. The siding on the right leads to the Rail Motor Society's headquarters. Peter Reading



The daily TrainLink Moree to Sydney *Xplorer* DMU service, comprising EC 2521 and EA 2507, departs Boggabri on Friday, 30 June. Pacific National empty grain train No. 4525 with (out of sight) 8137 and DL 44, waits in the loop. The former goods crane and Mount Binalong are in the background. John Hoyle

Plans for new regional trains take a step forward

Transport for NSW is set to invite expressions of interest to build the new fleet of regional trains, which is expected to be a major spending project over the next year.

The government has already committed \$50 million to the scoping works to accelerate planning and procurement of replacements for the current XPT fleet. It also plans to investigate opportunities to replace the 23 *Xplorer* and 28 *Endeavour* DMU cars that also operate on the regional network. At least \$1 billion is expected to be spent on the projects.

News that the government will soon start the official tendering process has a number of Australian and international transport and logistics development companies on standby. Major players bidding for the work are expected to include Bombardier, the Spanish group Alstom Ferroviaria, UGL, Mitsubishi and Downer EDI. (A Regional

Fleet industry briefing was held on 1 March 2017 and a copy of the presentation can be downloaded at:

https://www.transport.nsw.gov.au/sites/default/files/media/documents/2017/regional-fleet-industry-briefing-mar-2017-1_0.pdf)

NSW Transport Minister Andrew Constance has previously declared the trains must be assembled in NSW and maintenance hubs located in the state's regional areas. However, the successful company will not be chosen until early 2019 and the trains are not expected to be sighted in the state until 2022.

Development of newer regional trains was a key election promise in 2015 when current NSW Premier Gladys Berejiklian was the transport minister. The plan was promoted by Troy Grant, the former Nationals leader (and Deputy Premier) and now Police Minister, as part of a campaign to ensure that the Coalition did not lose seats in rural NSW.

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or liverpoolamra2017@gmail.com



Above: On Saturday 8 July, Aurizon's Clyde/EMD units G534 and G516 power up leading intermodal freight 4152 through Awaba enroute from Carrington (Newcastle) to Enfield (Sydney). Following Qube's loss to Aurizon of the Toll Carrington contract (see June RD, page 9), Aurizon trains 1451 and 4152 have taken the place of QUBE's 4112 and 1413. Matthew Proctor

Below: Pacific National's EDI/EMD units TT109 and TT130 flank UGL/GE Class 9313 on empty coal service No. MB 991 to Whitehaven's Maules Creek mine, north east of Boggabri. The train has just left the north west line and joined the branch line to Maules Creek which also serves Idemitsu's Boggabri coal mine. John Hoyle



Around Sydney

Review of Sydney light rail stop names commences

Transport for NSW confirmed on Tuesday 18 July that the process of naming the 19 future stops along the new Sydney CBD and South East Light Rail route had progressed, with a review of the proposed names underway by the Geographical Names Board of New South Wales (see May 2017 RD, page 12).

A Transport for NSW spokesperson said this was an exciting milestone for the CBD and South East Light Rail project, with a range of stakeholder consultation supporting the suite of stop names.

A number of alternatives have been proposed to the originally published names including the use of Bridge Street, Royal Randwick, Centennial Park, Wansey Stables, and Randwick Junction.

The complete list of recommended Light Rail Stop names is:

• Circular Quay • Bridge Street (original proposed name – Metropolitan) • Wynyard • QVB • Town Hall • Chinatown • Haymarket • Central • Surry Hills • Moore Park • ES Marks • Kensington • UNSW Anzac Parade • Kingsford • Nine Ways • Royal Randwick (original proposed name – Centennial Park) • Wansey Stables (original proposed name – Wansey Cottage) • UNSW High Street • Randwick Junction (original proposed name – Randwick)

Once the Geographical Names Board (GNB) is comfortable with the names as presented, they will advertise and public feedback will be sought via the GNB website.

Sydney Metro City and Southwest added to infrastructure priority list

Infrastructure Australia, the nation’s independent infrastructure advisor, has added Sydney Metro City & Southwest to the Infrastructure Priority List as a High Priority project.

The Sydney Metro project will deliver 30.5 kilometres of metro rail between Chatswood and Bankstown, including a new Sydney Harbour Tunnel Crossing. “Sydney Metro City & Southwest is an important step in ensuring that Sydney remains a competitive, global city and an attractive place to live and work,” Infrastructure Australia Chief Executive, Philip Davies said in a Monday 24 July media release.

“The strategic merit of this project lies not just in its ability to increase Sydney’s productivity and rail network capacity but its potential to reshape the urban profile of the city. “The project will enable higher density residential development along the rail corridor; providing more direct and rapid connections between where people live and work. “The positive assessment of the Sydney Metro City & Southwest business case reflects that this is a sound investment for Sydney—an investment that will enhance the productivity and connectivity of a city that accounts for one-fifth of Australia’s economic output”, Mr Davies said.

The business case evaluation summary for Sydney Metro City & Southwest, and the updated Infrastructure Priority List are available at www.infrastructureaustralia.gov.au.

Positions Vacant

The Australian Railway Historical Society (NSW Division) is Australia’s oldest Railway Historical Society, having been established in 1933.

The Society has come a long way since the old Railway Circle days. It has laid the foundation of the transition to the brave new digital world.

Conscious of its past and aware of the challenges of the future, the Society is inviting applications to fill two key positions.

The Society operates with a mix of volunteers and employees.

GENERAL MANAGER

The position reports to the ARHSNSW Board.

Key Competencies include:

- People management and interpersonal skills
- Business management and marketing knowledge
- Retail management
- Written and spoken communication
- Working understanding of software including MYOB, Adobe Suite, MS Office, etc.

RAILWAY RESOURCE CENTRE MANAGER

The position reports to the General Manager.

Key Competencies include:

- People management and interpersonal skills
- Written and spoken communication ability
- Working understanding of MS Office and related software
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- Image and document storage, retrieval and restoration.

Position Descriptions and Organisation Charts available on request

Applications close:
Friday 29 September 2017

Please contact Grahame Thurling at -
grahame.thurling@arhsnsw.com.au

NSW Ports and Goodman Group partner to develop Enfield Intermodal Logistics Centre

NSW Ports, the custodian of Port Botany and Port Kembla, and industrial property company Goodman Group, on Monday 17 July announced they are partnering to develop NSW Ports' industrial estate at Enfield Intermodal Logistics Centre (Enfield ILC).

Enfield ILC is set on 60 hectares of prime industrial zoned land located at Mainline Road, Strathfield South. The site encompasses the active Enfield Intermodal Terminal, currently operated by Aurizon, empty container storage areas and 30 hectares of serviced industrial land, ready for development. Strategically located only 15 kilometres west of the Sydney CBD, the site benefits from direct access to key roads (M4 and M5 motorways) and dedicated freight rail infrastructure.

NSW Ports CEO, Marika Calfas, said "Our 30 year Master Plan for the Enfield site is focussed on increasing the number of containers moved by rail to and from Port Botany. In order to make this a reality, we need to ensure the site includes high quality warehouse and logistics operations for our customers. In Goodman, we found the right

development partner, given its proven track record of delivering high quality industrial development".

Goodman's General Manager Australia, Jason Little said "The key differentiator of this site to other warehouse and logistics facilities in Sydney is its proximity to the onsite intermodal facility and the dedicated freight rail line, providing direct access to and from Port Botany, and rail connections to regional NSW and interstate locations.

"In addition to rail access, being located so close to the Sydney CBD means that Enfield ILC is ideal for facilitating "Last mile delivery", ensuring customers are close to their end consumers," he concluded.

With 24/7 access and General Industrial (IN1) zoning, the site is suitable for a range of customers in the logistics, freight forwarding, pack-unpack, import-export, transport and warehousing sectors.

The facilities will integrate ecologically sustainable designed principles. Goodman is marketing the site for pre-lease development ranging from 2000 square metres, capable of delivery in 2018.

First Alstom X05 light rail vehicle arrives in Sydney

A major milestone in Sydney's South East Light Rail project was reached on 1 August when the first of sixty Alstom X05 light rail vehicles was officially unveiled at the new depot located at Randwick in the presence of NSW Premier Gladys Berejiklian and Transport Minister Andrew Constance. Ms Berejiklian said it was an 'exciting day' to be standing next to the new vehicle while Mr Constance said Sydney was the first city in the world to receive the Citadis X05, which would be fully accessible with low floors, double doors, dedicated areas for wheelchairs and prams and low-level on-board passenger intercoms. Mr Constance said the new trams would use four times less energy than an average bus and 10 times less energy than a car.

The first vehicle, wrapped in plastic, had arrived at the Randwick depot in late July. Assembled at Alstom's La Rochelle plant in France, the trams are planned to operate in coupled 67-metre long sets with a capacity of up to 450 passengers. The first tram undertook dynamic testing at the La Rochelle plant during June where it reached speeds of up to 70 km/h on a 750 metre test track. The trams will be equipped with Alstom's APS technology to enable wire-free operation around two

kilometres of the line in the CBD. The X05 model is also to be delivered to Nice and Avignon in France and Kaohsiung in Taiwan. Testing and commission of the new vehicles will commence later this year in preparation for the 2019 opening of the South East Light Rail system.

In other South East Light Rail news the tracks were laid across the important Sydney CBD George Street/King Street intersection over the weekend of 29/30 July. Further north the completion of track installation has allowed the reopening of George Street to traffic between Grosvenor Street and The Rocks. At the same time track construction work commenced in Chalmers Street, Surry Hills (between Eddy Avenue and Devonshire Street, near Central station). This section of the street is closed to general traffic which will not return after the light rail opens as the stop for Central Station will be located there. However, a service road will maintain access to the Sydney Dental Hospital.

Work is also underway on a transport interchange for the light rail line at Circular Quay. By the start of August around eight kilometres of track had been laid out of a total of 12 kilometres.



The first of the order for 60 Alstom X05 Light Rail Vehicles seen at the South East Light Rail Randwick depot site on Tuesday 1 August. Alstom

Infrastructure Australia rejects Brisbane Cross River Rail business case

Infrastructure Australia has criticised the proposed Cross River Rail plan, saying the costs of the project are likely to exceed the benefit, limiting the chances of the project receiving federal funding.

IA has left Brisbane's planned 10.2-kilometre tunnel off its priority list, however the Queensland government has responded, saying that the review contains several mistakes, such as showing the CBD located south of the Brisbane River and a new suburb named "Hill Gate" in place of Highgate Hill.

In its analysis, Infrastructure Australia refuted the business case projection that passenger usage on trains would increase by what it called an "unprecedented" 6.9 per cent per year until 2026.

Queensland Transport Minister Jackie Trad said the agency's understanding of passenger statistics was flawed and defective, leading to the assessment that the project was not needed in the short term. Overall, she said there were 23 "unsubstantiated opinions, assertions or errors" in the evaluation, proof the project was not being taken seriously. "Their analysis is based on mistakes and assumptions that are clearly false," she said. "What they are telling Queenslanders is Cross River Rail shouldn't be built until we reach a crisis on our network, until we see patronage figures increase to 150 per cent."

Ms Trad said the state was already committed to go it alone to deliver the project (see August 2017 *RD*, page 14).

Federal Urban Infrastructure Minister Paul Fletcher said that Infrastructure Australia has made its assessment based on the business case provided to it. "But it has also indicated that it stands ready to consider a revised business case which might include benefits from land-use change and urban renewal which are not included in the business case it has assessed", Mr Fletcher stated.

Infrastructure Australia has determined that Cross River Rail will remain on the Infrastructure Priority List, however the current proposal cannot be added to the list of projects with an approved business case at this time.

"We would welcome the opportunity to consider a revised business case from the Queensland Government addressing our concerns about the assumptions and projections used in the business case", IA Chief Executive Philip Davies said. "Infrastructure Australia has long supported the strategic need for improvements to public transport and additional capacity across the Brisbane River into the CBD. However, based on the assumptions and projections underpinning the current business case, the timeframe for this need remains unclear." We are committed to working with the Queensland Government to evaluate and prioritise proposals for nationally significant infrastructure."

Cross River Rail is the Queensland Government's top infrastructure project, and proposes a rail link from Dutton Park (on the Beenleigh line) to Bowen Hills (on the North Coast line). The State Government has an estimated price tag of \$5.4 billion for the works, which would involve nearly six kilometres of tunnels under the Brisbane River and CBD.

Queensland's Opposition infrastructure spokesperson Deb Frecklington said Infrastructure Australia was doing what the Queensland Government failed to do — act in the best interests of Queenslanders. "We agree with IA's assessment," she said. "If the business case for the project stacks up why hasn't Labor released it in full for all Queenslanders to see?"

Evaluation of the business case for Cross River Rail is now available on the Infrastructure Australia website: http://infrastructureaustralia.gov.au/news-media/media-releases/2017/2017_07_27.aspx.



Welcome back to the rails, *City of Rockhampton*! Fresh from its recent refurbishment at Downer Rail's Maryborough plant, the sparkling Electric Tilt Train is captured in the dusk light at Yandina on Wednesday 28 June, as it runs north as QJT9 Test Train from Mayne (Brisbane to Bundaberg). The train worked another southbound test run, from Maryborough West to Mayne, on the previous night. This train was scheduled to return to service on 28 August, joining the already-refurbished *City of Maryborough* tilt train set and replace the diesel-hauled tilt train replacement services operating between Brisbane, Bundaberg and Rockhampton, but as this issue went to press that date was subject to possible revision. Ray Miller

Yamala rail siding to be funded by Queensland Government and GrainCorp

A proposed rail siding to serve GrainCorp's new terminal at Yamala, 25 kilometres east of Emerald in Central Queensland, is to be built following an agreement between the Queensland Government and GrainCorp. The 1.5-kilometre rail siding and associated road works will receive \$2,600,000 from GrainCorp and \$1,690,000 from the Queensland Government and Central Highlands Regional Council as part of the development of the Yamala Enterprise Area which incorporates the CQ Inland Port project. The inland port project is receiving \$6,355,539 from the Queensland Government and \$2,635,539 from the Central Highlands Regional Council. The funding was announced on 5 July by State Development Minister Anthony Lynham. The LNP Member for Gregory, Lachlan Millar, welcomed the funding and told *Queensland Country Life* that one of the biggest issues the area had was logistics and getting grain from paddock to port. Mr Millar said the new site would be able to load trains in two hours instead of 12 hours.

The siding, which will accommodate a 42-wagon train, will serve GrainCorp's new \$18.5 million terminal to be constructed under its *Project Regeneration* which has seen a new terminal constructed at Calleen in southern NSW and a number of existing grain terminals and their rail loading infrastructure upgraded in New South Wales and Victoria (see July 2017 *RD*, page five). The new grain terminal will have six bunker storage areas which will be able to hold 180,000 tonnes of grain in up to 12 segregations and a 1,000 tonnes an hour rail loading facility. GrainCorp says the facility will deliver at least a \$5 per tonne rail freight saving to growers from a 25 per cent reduction in train cycle time to Gladstone port terminal and it will secure at least 100,000 tonnes per year on rail from local roads. Construction is expected to take around 18 months. GrainCorp's Regional Manager for Queensland, Brad Foster, said this would be the company's flagship site in Queensland and it would not have been possible without the Queensland Government's support.

GrainCorp's facility will be a key part of CQ Inland Port which has 240 hectares approved to include the intermodal rail siding as well as the grain terminal. CQ Inland Port says its site can offer 20 tonne axle load rail links to Gladstone, south to Brisbane and north to Mackay and Townsville. Most grain from the Emerald district is railed to Gladstone – a distance of around 360 kilometres. CQ Inland Port says the ability to load a 42-wagon grain train without shunting, combined with rapid loading, will allow a 36-hour train cycle time to Gladstone.

CQ Inland Port's proponents include local grazier Alan Stent-Smith who said that there were numerous opportunities for industry to set up at a flood-free, well-buffered site. Mr Stent-Smith said many local farmers like him were crying out for efficient bulk rail facilities in addition to the ability to containerise commodities when required. The site, which

was unveiled in October 2016, will be a multifunction, multi-user facility operating 24 hours a day to provide a platform for increased intermodal container traffic and for packing, storage and value adding activities across agriculture, livestock, resources and construction sectors. The Port has been designed to facilitate not only current GrainCorp requirements for 42-wagon trains but also various options for expansion and third-party access, including provision for standard-gauge track. Initially it is planned to provide container storage and handling of 5,000 TEU in stage one, progressively increasing to 16,000 TEU by year 10.

The Yamala Enterprise Area is a parcel of land identified by the Central Highlands Regional Council planning scheme comprising 360 hectares of land zoned 'special industry' and a further 1,640 hectares of land zoned 'industry investigation'. A Louis Dreyfus cotton gin is already located on the site.

Queensland Rail opens driver applications to all

Queensland Deputy Premier and Minister for Transport, Jackie Trad, announced on 19 July that recruitment of Queensland Rail (QR) drivers would be opened to all job seekers from August. Ms Trad said opening up recruitment to all applicants was the final step in securing 200 trainee drivers and delivering a surplus of drivers in the future. Traditionally QR has recruited drivers from within its own ranks, generally from train guards and station staff or from former drivers. However, the critical Brisbane suburban train driver shortage caused by inadequate recruitment which was exposed when the Redcliffe Peninsula Railway opened last October, has placed pressure on QR and the Rail, Tram and Bus Union to open up recruitment to 'outsiders'.

Ms Trad said QR had been focussed on recruiting trainees with prior rail experience which speeded up training and produced more drivers onto the network sooner, which was the key to increasing future service levels. She said targeting internal employees and former QR drivers in the first stage of the recruitment campaign to overcome the shortages had resulted in shorter timeframes. "There are more drivers training on the Queensland Rail network than ever before and several other initiatives have fast-tracked the process, such as the appointment of more than 80 experienced drivers in mentor roles, to provide extra on-track training support," Ms Trad said. The Deputy Premier said that the appointment of mentors had provided greater capacity for on-track training and had freed up driver trainers who provide initial classroom training for new trainees. She said that with these training improvements QR was now ready to open up recruitment to all job seekers.

QR had by mid-July recruited more than 100 of the 200 available trainee driver positions and driver schools will be at capacity for the remainder of 2017.

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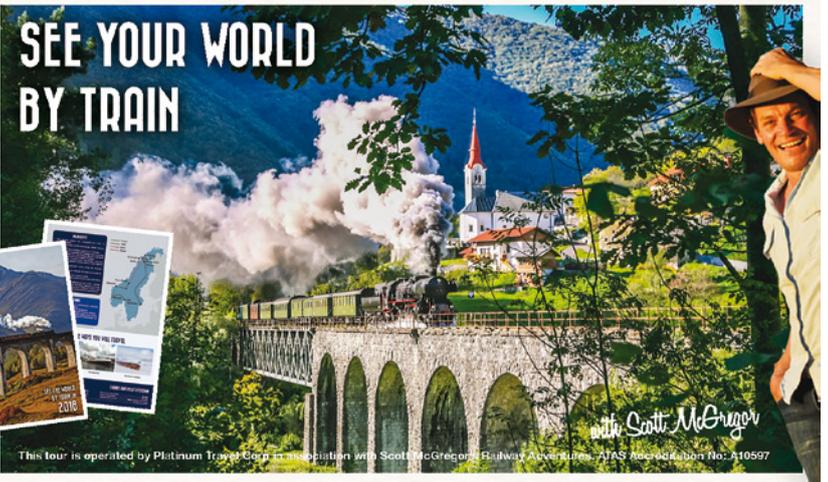
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Former Queensland Railways 1972-vintage Clyde/EMD unit 2120, one of five rebuilt by EDI Port Augusta for service in Western Australia for ARG in 2007-2008, then sold through Apex Industrial to ROVOS, South Africa, is seen at the Capital Park Depot in Pretoria, repainted into ROVOS livery and fitted with a cast South African Railways-style DD2359 number plates. ROVOS uses both Transnet locomotives and their own units for operations within South Africa, but in Zimbabwe, Namibia, Zambia and Tanzania they use only their own machines, and it is there that the ex-Australian locomotives will be used.

Greg Travers



Coal train derails near Oakey

The Australian Transport Safety Bureau (ATSB) is investigating the derailment of a coal train near Oakey. (Oakey is located on the Western line in the Queensland Darling Downs, west of Toowoomba.)

At approximately 4.00pm on Friday 21 July, a loaded Aurizon coal train (9869) derailed near Oakey. The incident occurred at an occupational level crossing about 38 track kilometres to the north west of Toowoomba.

Both leading locomotives and 18 of 41 wagons derailed resulting in significant track damage. There were no injuries reported to the ATSB.

Speaking on Sunday 23 July Queensland Rail CEO Nick Easy said the train was loaded and travelling towards the Port of Brisbane.

"All freight and passenger services through the area are currently suspended", Mr Easy said. "The *Westlander* that was in service terminated at Dalby, and buses transported customers to Brisbane."

"We are currently working with the rail operator, police and the ATSB to conduct an investigation into the cause and planning recovery and repair works. About 300m of the rail line will need to be repaired or replaced, and the loaded coal wagons are yet to be recovered."

Darling Downs police subsequently sent out a request to the public, asking for information in relation to the derailment.

In a post to their blog on Tuesday 25 July, Crime Prevention Officer Tony Rehn, said police want to speak to the driver of a vehicle which crossed the train line between 3-4pm Friday (21 July) afternoon. "Darling Downs Police need help to identify witnesses to an incident which may have resulted in a train derailment near Jondaryan," the blog post stated:

"Sometime between 3-4pm on Friday July 21, an unknown vehicle has crossed the railway line from the Warrego Highway into McKenzie Road, which is between Oakey and Jondaryan. As the vehicle has crossed the railway line, it appears to have caused damage which has resulted in an Aurizon train carrying 41 coal wagons travelling east to derail at about 4pm. It is likely that the vehicle is a heavy vehicle possible towing a low loader, float or stepdeck trailer, with or without a load on top and the driver may be unaware of what has happened. Police are seeking any person who may have been travelling East or West on the Warrego and seen a vehicle stopped on the crossing. Persons with dash cams are requested to view footage if in or around that location during those times."

Cairns QR driver-in-charge jailed for drug trafficking

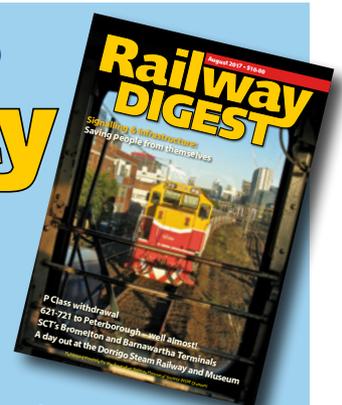
Further to the report in the April 2017 *RD* (page 19) the former Queensland Rail driver-in-charge at Cairns, Graham Parsons, 52, has been jailed for four years after pleading guilty for trafficking cannabis for more than a year. He could be eligible for parole after a year. The Cairns Supreme Court hearing was told that he was likely to have profited by up to \$33,000 from selling cannabis around Cairns between May 2015 and September 2016. The hearing was told that Mr Parsons was earning a salary of more than \$100,000 a year in his role as driver-in-charge and would have been able to purchase drugs in a private capacity but he chose to sell them to up to eight people. Police raided his Bungalow home in September 2016 and found 16.7 kg of cannabis, quantities of methylamphetamines, MDMA and other illicit substances, along with \$50,000 cash.

A psychological report indicated that Parsons did not believe what he was doing was trafficking and he thought it was a 'victimless crime'. The court heard Parsons was fined \$2,500 in 2010 after being found in possession of 2.3 kilograms of cannabis. He lost his job when the charges came to light in March.

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Final weld for Gold Coast Light Rail stage two, funding for Stage 3A business case

The final weld for track on stage two of the \$420 million Gold Coast light rail project (the 7.3 km extension from Gold Coast University Hospital to Helensvale) was carried out at Helensvale station on 31 July with Premier Annastacia Palaszczuk and Gold Coast Mayor, Tom Tate, in attendance.

GoldlinQ Chairman John Witheriff said a great deal of work had gone into reaching this point, including the removal of two large sections of rock beside the Smith Street motorway, which was a critical element that allowed rail works to advance. Mr Witheriff said around 84,000 tonnes of rock had been removed at the end of Uplands Drive which had reduced the hillside by about 18 metres. Completion of overhead wiring on the extension is expected by

October to allow trams to commence testing the new section. Four additional Bombardier Flexity 2 trams are being manufactured at Bautzen, Germany for the extension.

During the final weld ceremony, Premier Palaszczuk announced that her government would provide \$5 million towards developing a business case for Stage 3A of the light rail system from Broadbeach South to Burleigh Heads in collaboration with the Gold City Council. Mayor Tate said he was very happy with the funding for the business case and he looked forward to working closely with the government to deliver the project, which would extend the light rail system by another seven kilometres. Stage 3B would see the light rail tracks reach Coolangatta airport.



Most of the 7.3 km extension of the Gold Coast light rail from Gold Coast University Hospital to Helensvale Station is laid in open ballast track. In order to ballast the track the lead contractor for the project, CPB Contractors, is employing an unusual ballast 'train'. It comprises a Western Star Caterpillar-powered hi-rail truck, known as a Road Transferrable Locomotive (RTL), and two bogie ballast wagons, both operated by Just Track Australia. The truck was originally ordered by V/Line from Western Star Trucks in the USA (with rail equipment from Brandt Industries, Canada) and was known as the RTL Class. It was intended (along with two other RTLs which were never delivered) to undertake short-distance grain haulage on branch lines, and it was used in tests on the Dookie and Cobram lines in January 1996 before being used in 1999/2000 to haul log trains between Bairnsdale and Sale because of axle load limitations then applying on the Avon River bridge at Stratford. It was included in the sale of V/Line Freight to Freight Australia and in the sale of Freight Australia to Pacific National. After being stored at South Dynon depot for a number of years it was sold in 2011 to Wayne Eames' Just Track Australia. It has been used for track ballasting work including the 2012 upgrade on the Gawler line in Adelaide and, after conversion to standard gauge, work for the Australian Rail Track Corporation, including on the Botany Line and the Hunter Valley. It will be working on the Murray Basin gauge standardisation project, which has just commenced. The two ballast wagons, numbered VZMA67U and QHBA93R, were manufactured in the Victorian Railways Newport workshops in the mid-1950s and were subsequently bought by El Zorro before being purchased by Just Track when El Zorro ceased operations. In this Monday, 31 July view, the RTL and the two ballast wagons are parked on the outbound track adjacent to Parklands Station, one of two intermediate stations on the extension. John Hoyle

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Contract awarded for Adelaide East End tram extension

Night works on Adelaide's City Tram Extension Project began in late-July, after the major contract was awarded to Downer York Joint Venture - a consortia consisting of Downer EDI Works and South Australian company York Civil.

The works, to locate underground services and utilities along North Terrace and King William Road, in the Adelaide CBD, commenced on Sunday 23 July, along with geotechnical investigations (see February 2017 RD, page 18).

The extension forms Stage One of EastLINK, with future stages planned to the eastern suburbs through Kent Town. The extension also marks the first stage in the CityLINK loop around the CBD. It will deliver four new stops - one on King William Road servicing the Festival Plaza precinct and three new stops along North Terrace servicing the museum and library precinct, universities and the East End, providing a frequent and reliable link between the Riverbank's educational, cultural, entertainment, and health and biomedical precincts.

After extensive design, planning and engineering advice, the SA Government will invest an additional \$10 million into the project, bringing the total project cost to \$80 million, including tram purchases.

The extra investment will increase the scope of the project, providing for a major rebuild of the King William Road/North Terrace intersection and providing additional turning movements for tram services to accommodate future stages of an extended tram network.

Expressions of interest called for free Wi-Fi on Adelaide Metro network

The South Australian Government has called for expressions of interest to operate a free Wi-Fi network on Adelaide's public transport system. Tram passengers already have access to free Wi-Fi but the SA Government wants to extend the service to enhance the experience of catching public transport.

Under the proposal, expressions of interest were sought to provide free Wi-Fi on all or part of the Adelaide Metro network, including trains, buses, trams, and selected railway stations and interchanges. The EOI called for a service which would operate across almost 900 buses, more than 130 train carriages, as well as the more than 20 trams in service.

Expressions of interest closed on 10 August and it is anticipated that the free Wi-Fi services will be operating by December.

In addition, the tram track along King William Road will be extended a further 100 metres north than originally proposed, which will result in improved and safe disability access and enhanced pedestrian connectivity between the Riverbank Precinct and Anzac Walk.

South Australian Minister for Transport and Infrastructure Stephen Mullighan said; "This \$80 million investment will kick start the first stage of our ambitious tram expansion project that will connect north, south, east and west, easing city congestion and reducing our carbon



On Thursday 20 July, Down Outer Harbor Set 3137+3138 passes the site works for the new Bowden Station, which will be in a trench to the left (north) of the existing tracks. Much work has been done below ground in installing piles and trench walls in readiness for an anticipated major 28-day shut-down later in the year to complete the trench, the station and the new tracks from Torrens Junction, which will pass under Park Terrace and Gibson Street. In the foreground is the Gibson Street level crossing, while the old station is behind the camera (the photo is taken from the end of the Down platform looking to the city.) The work is part of the Torrens Junction project that will separate the standard-gauge mainline from the suburban tracks and eliminate the busy Park Terrace crossing (behind the train). Ian Hammond



Loaded grain train 21825 from Tailem Bend, featuring GWA005, GWA004 and GWU004 upfront, is climbing the grade at Callington curve in the Adelaide Hills on Saturday afternoon 1 July. David Peters

footprint. It is also an investment in South Australian jobs – we are ensuring as many local jobs and contractors as possible are utilised during the project with 90% of all labour hours to be undertaken by South Australians.”

The additional funding will also go towards a major construction blitz which will involve more night-time and weekend work to minimise the impacts to peak hour and daytime traffic, and reduce disruptions to businesses and tram services.

Given the number of major events occurring in and around the CBD, the South Australian Government’s priority will be to minimise the disruptions along North Terrace and King William Road. This will be achieved by adopting an intense program of works to deliver the project in the shortest possible time-frame by taking advantage of

working 24 hours a day, 7 days a week in school holiday periods at times when road traffic is at its quietest.

Major works on the intersection of North Terrace and King William Road have been scheduled for early January 2018, to minimise the impact to events and traffic flow in and around the CBD, including the important Christmas trading period and Boxing Day sales.

“There will be impacts on our city during construction, but the biggest impact will be once the project is finished – delivering another transport option to thousands of people who work, visit or study every day in the East End of our city”, Mr Mulligan concluded.

Works are scheduled to be completed early 2018, weather permitting.

Further information is available at the City Tram Extension project website; <http://www.citytramextension.sa.gov.au/>.

For the nostalgia of rail, don't miss...

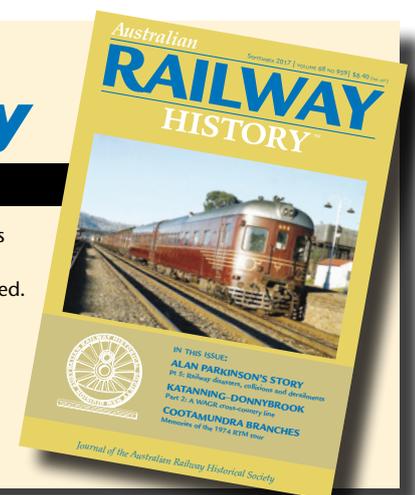
Australian Railway History

September 2017 issue out now! Just \$8.40

The September issue of *Australian Railway History* opens with Alan Parkinson's personal account of the railway accidents where he was responsible for supervising recovery efforts between 1965 and 1992. Many of these accidents involved fatalities, most notably the Granville disaster in January 1977. Rod Milne concludes his Katanning-Donnybrook cross-country line in Western Australia covering changes in locomotives and train operations up to the closure

of the line between June 1982 and July 1987. The efforts of the Kojonup community to restore 12km of track for operation as the Kojonup Tourist Railway are also covered.

Brian Woolley documents the events of the 1974 RTM Cootamundra branches tour, which is illustrated with his excellent photographs and Greg Blackwell concludes the issue with an update on the Coombing Park Mine sidings and train operations between 1900 and 1924.



Grain road deliveries to Victorian ports exceeds rail deliveries

Road deliveries of grain to Victorian ports exceeded rail this year (for the first time since 2012) with one company seeing a road transport increase of around 20 per cent during the past harvest.

An unnamed industry insider, reported in 5 July edition of *The Weekly Times*, said 55 per cent of Victoria's grain was transported by rail in the past two grain harvests, with 45 per cent by road. However, in 2017 this ratio had reversed, with just 45 per cent of the bumper grain harvest transported by rail.

Given that the 2017 harvest was about double last year's, and assuming that around two million tonnes of Victorian grain have moved by June this year, an extra 200,000 tonnes of grain has travelled by road. This equates to 90 fewer trains and 4000 extra truck movements.

Industry leaders say the shift is costing the industry, with increased transport costs and grain sold out of other states.

Grain marketing and supply chain company Emerald Grain is one company that saw a large shift from rail to road over the last harvest. Regional manager Brad Cullen said they used 60 per cent road transport, where they would normally have used 60 per cent rail. "It's certainly more road than we would like," he said. "But due to rail issues we've had to push it that way to get the grain in."

Heat restrictions on the speed trains travel, a week-long strike at rail company Pacific National, and work stoppages by ARTC maintenance crews were part of the reason more grain was transported by road.

Mr Cullen said they had to maintain their rail contracts while also paying for extra road access. "We have actually relaxed our sales program given the fact we've had issues getting grain to port," he said.

The managing director of Wakefield Transport, Ken Wakefield, said a lack of investment in rail infrastructure affected every grain grower. "It's about every single grain grower out there that relies on the rail to send their grain to market," he said.

Mr Wakefield said a lack of infrastructure spending was behind the shift. "What government needs to do is ensure they have funding, major program maintenance for the freight network," he said. "Because successive previous governments haven't done this and what happens is you have a freight deficit."

Victorian Farmers Federation grains group president Ross Johns has been campaigning for more spending on rail since he took over the role earlier this year.

"It's a significant issue for the industry if the buyers of the grain can't actually deliver it to the market place — that impacts on the entire industry and the growers directly," he said. "There was some other business that was shifted from Victoria to other states, being South Australia and Western Australia."

Mr Johns said one possible solution was for transport companies to invest in trucks with larger capacities.

"It's going to be essential for the industry to look towards A-double and B-triple truck movements," he said. "We should have them in Victoria to move grain to port in a more efficient fashion."

Real-time platform information for Victorian regional rail passengers

On Tuesday 4 July Acting Victorian Minister for Public Transport Jaala Pulford announced regional passengers can access more information about their rail service using real-time platform information now available on the V/Line website and smartphone app.

The new feature gives passengers details about the arrival and departure platforms at Southern Cross Station. Information is available 30 minutes before a train's departure and passengers can use the feature to find out which platform their service is leaving from — before they get to Southern Cross Station. The feature also displays the Southern Cross Station platform that a train is scheduled to arrive into, making it easier for passengers to plan their interchange with other services.

The real-time platform information can be accessed on the V/Line smartphone app, by using the Next 5 feature or by selecting Arrivals & departures from the dropdown menu as well as from the Arrivals & Departures section on the home page of the V/Line website. The app and website are automatically updated, to ensure passengers are given the most up-to-date information available.

The new platform feature is supported by the real-time screens installed at 33 regional stations, which give passengers automated and accurate information about their train services.

A VLocity DMU Set, comprising Cars 1249, 1349 and 1149, approaches Dry Creek Road level crossing, near Broadford, with 8307 Down Seymour passenger service, on Tuesday 11 July. Ewan McLean





A few minutes after 2pm on a cold and windy Saturday 29 July, N469 arrives into Platform 3 at Geelong Station with the late running Train 8864 (the Up Warrnambool service), while 3-car Velocity Sets VL10 and VL32 sit in Platform 2 with 7746 empty car movement from Waurn Ponds. After the Up Warrnambool train departs, the two VLs will wait for the Down Warrnambool train (8865) to pass through before returning to Waurn Ponds and make up 8780, the next Up service to Melbourne. There was a lot of late running on Saturday on account of a defective level crossing (Mt Derrimut Road) at Deer Park West and from speed restrictions on the Warrnambool line. The Up Warrnambool train is usually due to come in on Platform 1 rather than 3. The Down Warrnambool was also running late at this point and was pathed into Platform 1. Hence the unusual platform arrangements. Scott Martin

The electronic screens were a \$5.8 million investment as part of the Regional Rail Link. “We’re taking the next step towards a smarter, more responsive and more coordinated public transport system”, said Acting Minister Pulford. “It gives passengers accurate, up-to-the-minute information so they can properly plan their journey, and make informed decisions about how to get around.”

For real-time platform information, visit vline.com.au or download the V/Line app.

Upgrade of Bendigo and Eaglehawk Stations a step closer

The next step to upgrade Bendigo and Eaglehawk stations was announced on Thursday 20 July with the awarding of two contracts for the preliminary design of the \$15.8 million redevelopments.

(Bendigo station is located approximately 162 kilometres from Southern Cross station on the Bendigo line. Eaglehawk station is located eight kilometres from Bendigo on the Swan Hill line.)

The Victorian Minister for Public Transport and Member for Bendigo East Jacinta Allan announced that Arcadis Group has been awarded the contract to undertake the preliminary design for the Bendigo Station works, and Kinsley Group will undertake the preliminary design work to inform the Eaglehawk Station upgrade.

The preliminary design work will be critical to informing the look, feel and function of the upgrades. A new pedestrian overpass with

lifts and stairs will be built at Bendigo Station, making it quicker and easier to transfer between platforms as patronage and the number of services at Bendigo continues to grow. There will be a much-needed makeover of the waiting area, toilets and customer service areas, and improvements to traffic management and parking at the station to make it easier for people to arrive on foot, by bus, bicycle or taxi.

At Eaglehawk the platform will be extended by 100 metres and will include better shelter. The existing heritage-listed platform will be upgraded to meet Disability Discrimination Act standards, and the existing heritage-listed canopy rehabilitated. In addition, 60 new car parking spaces and a new footpath will be built to make the station more accessible for passengers.

The Bendigo and Eaglehawk Station upgrade project delivers on priorities identified by the community consultative taskforce set up to improve access at both stations, and the Regional Network Development Plan. The upgrades are also consistent with the City of Greater Bendigo integrated transport and land use strategy *Connecting Greater Bendigo*, the Bendigo Station Improvement Plan and the Eaglehawk Station Precinct Master Plan.

Local residents and businesses will be consulted as part of the design process. “We’re making it easier for people to catch a train on the Bendigo Line and upgrading Bendigo and Eaglehawk stations is part of the Andrews Labor Government’s investment to improve public transport services in regional Victoria”, Minister Allan said.

Construction is expected to start in early 2018. For more information, visit www.victrack.com.au.

Murray Basin gauge standardisation begins

Gauge standardisation of the the 1,055 kilometre Murray Basin rail network in north western Victoria was scheduled to commence on 7 August at Dunolly, north of Maryborough, in what is billed as Stage Two of the project. Stage one comprised some enabling works and repairs on the Mildura and Hopetoun lines (the latter is already standard gauge). Work will be undertaken in two packages. Package one will involve gauge conversion and upgrading from 19 tonnes to 21 tonnes axle load of the Maryborough to Mildura/Yelta line (406 kilometres), the 109 kilometre Ouyen to Murrayville (formerly Pinnaroo) line – it will remain at 19 tonnes axle load - and re-opening the Maryborough to Ararat standard gauge line (87 kilometres). This will provide a link to the ARTC’s Melbourne – Adelaide line and Portland.

The work, which has been scheduled after the peak grain season traffic, is expected to be completed in five months with a planned reopening date of 1 January 2018. The 15-kilometre dual gauge section between Maryborough and Dunolly will remain to allow broad gauge access to the Manangatang and Sea Lake lines until their gauge conversion. Work Package two, (or stage three and four), planned to commence in March 2018, will involve conversion of the Dunolly to Manangatang line (216 kilometres), Korong Vale to Sea Lake line (140 kilometres) and Gheringhap to Warrenheip (near Ballarat) line (66 kilometres). The final stage will see the Warrenheip (near Ballarat) to Maryborough line provided with standard gauge. Both packages will be delivered by the McConnell Dowell Martinus Rail joint venture and will involve the installation of

low-profile concrete sleepers manufactured by Austrak at Geelong. Austrak has an initial \$11 million contract to supply 125,000 sleepers.

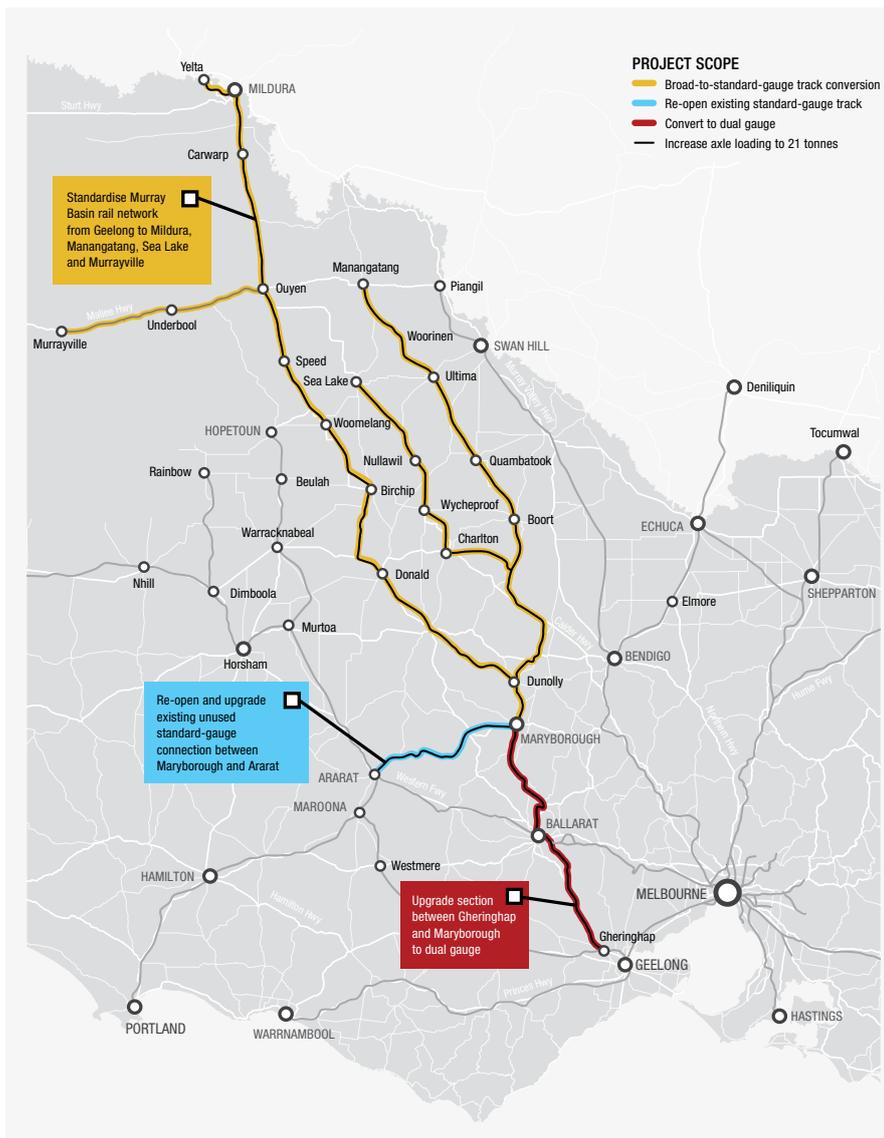
During the gauge conversion works the Dunolly – Yelta and Ouyen – Murrayville lines will be closed to revenue traffic. Apart from seasonal grain movements the main customer to be affected will be Wakefield Transport’s intermodal terminal at Merbein (near Mildura) which is served by a thrice-weekly overnight Pacific National service to the Port of Melbourne (Nos. 9101/9102). Wakefield and V/Line have reached an agreement to use a temporary intermodal facility at Manangatang, current terminus of the former line to Robinvale. The temporary facility is being established by V/Line at GrainCorp’s silos, two kilometres north of Manangatang.

Wakefield Transport’s Managing Director, Ken Wakefield, told the *Mildura Independent* negotiations had been going on for some months and the Victorian Government was making some contribution to the establishment of the temporary Manangatang terminal and the trucking operation. Mr Wakefield said, “We will be setting up a hard stand area loading pad, portable generators for our refrigerated containers and one of our six container handlers will be relocated from Merbein to Manangatang.” He said a second container handler will be brought from Melbourne to assist in loading containers on to rail wagons, a house was being rented in Manangatang and some staff would be based in the town.

Mr Wakefield said his 34 trucks will be working around the clock during the five-month closure and local trucks have been contracted

to assist in the container transfer work. He said around 100 truck trips would be required to shift the 3,000 tonnes of freight between Merbein and Manangatang, a distance of 160 kilometres, to make up each train load. Mr Wakefield said generally the Pacific National freight service comprised round 40 wagons but recently 50 or 55 wagon trains had operated with the main products carried being citrus fruit, wine, almonds, grain and a small amount of dried fruit – all in containers. He said the Manangatang to Melbourne train trip was around 160 kilometres shorter than from Merbein and V/Line had undertaken some track work on the Manangatang line to assist the intermodal trains to run faster than grain trains. The other regular customer for the Melbourne - Merbein freight service, Pea Co Peagrowers Co-operative at Donald, will have its containers moved by road to Wimmera Container Line’s Dooen terminal, near Horsham, during the track closure. The containers will then be railed to Melbourne by SCT’s service. The trucking movement over approximately 90 kilometres will also be subsidised by the Victorian Government.

The \$440 million Murray Basin Freight Rail project is being funded by the Commonwealth and Victorian Governments with each contributing \$220 million. The project’s official launch took place at Maryborough on 31 July when Federal Minister for Infrastructure and Transport Darren Chester, Victorian Minister for Public Transport Jacinta Allan and Federal Member for Wannon Dan Tehan inspected equipment and met rail workers at Maryborough. Mr Chester said the project would provide better rail access between the Murray Basin and Victoria’s major ports at Portland, Geelong and Melbourne. Ms Allan said the much-needed project would enable primary producers to move produce to market more efficiently. Mr Tehan said more than 400 people would be employed on the project which, when completed, would enable trains to carry up to 500,000 more tonnes of grain each year and capture about 20,000 journeys currently undertaken by trucks.



Around Melbourne

Eol called for Metro final works package

A request for Expressions of Interest for the final major works package of the Metro Tunnel project, the \$1 billion Rail Infrastructure Alliance contract was released in late-July.

The scope of works includes:

- the decline structure and cut-and-cover tunnel works at the Eastern Portal in South Yarra;
- rebuild of the William Street bridge and the installation of a new Osborne Street bridge as part of the Eastern Portal works;
- corridor widening and modifications to existing rail and urban infrastructure to integrate the Eastern Portal connection to the existing Dandenong corridor between South Yarra and Hawksburn stations;
- works between South Yarra and Caulfield stations to provide crossovers and other facilities to support service robustness, degraded mode operations and maintenance access, as well as potential improvements to passenger interchange capacity at certain locations;
- Oakleigh hot standby and drivers amenities buildings;
- corridor widening and modifications to existing rail and urban infrastructure to integrate the Western Portal connect to the existing main suburban lines near South Kensington;
- works between Tottenham station and Footscray station to provide rail crossovers and other facilities to support service robustness, degraded mode operations and rail maintenance access, as well as potential improvements to passenger interchange capacity at certain locations;
- an additional platform and associated lift and ramp alterations at West Footscray station as part of the turnback and hot standby facility, and;
- track slews and siding modifications at Tottenham Freight Yard and the adjacent down Independent Goods line (VLine infrastructure).

Following assessment of the EOIs received, Requests for Proposals from selected contractors will be invited in November 2017.

Construction is expected to commence in 2019.

Computer problem halts Melbourne train services

On Thursday 13 July Melbourne suffered through peak hour commuter chaos after a computer fault shut down the entire rail network, leaving thousands of passengers stranded.

The Train Control and Monitoring System (TCMS), which controls routing and monitoring of all train on the Melbourne rail network, failed just before 4.00pm. The shutdown of the TCMS brought trains to a halt at signals throughout the network.

It is understood that the shutdown was made worse when a woman crawled underneath a train at Parliament Station (an underground station on the City Loop in the Melbourne CBD).

The TCMS was restarted at 4.35pm and train services recommenced shortly after 5.00pm, initially with trains operating at reduced speeds. Normal speed operations resumed at 6.30pm, though a full return to timetabled services did not occur until 9.00pm.

Clayton Station design released

Final designs have been released for Clayton Station, one of five stations being rebuilt as part of the Caulfield to Dandenong Level Crossing Removal Project. (Clayton station is located on the Cranbourne-Pakenham line approximately 20.5 kilometres from Southern Cross station.)

Lighting, modern toilets, CCTV and a ground-level waiting room will all be features of the modern facility, set to open in 2018 when trains begin running on a new elevated rail line. Stairs, escalators and large-sized lifts (with back-up power) will give access to the elevated platforms, and a new parkiteer bike cage will provide cyclists with secure parking.

A dedicated bus link road is also being incorporated into the design, meaning hundreds of commuters – including school students – who transit to the station by bus each day will no longer have to cross busy Clayton Road to reach the station. Of the five new stations being rebuilt as part of the project, Clayton's will boast the largest landscaped forecourt,



A Metro Siemens EMU Set rolls through the industrial landscape of Sunshine, in Melbourne's western suburbs, on Saturday 22 July. Steve McNicol

The new station precinct also includes plans for Clayton's original timber station building. Built in 1891, the heritage-listed building will be relocated and transformed into a new public facility.

Level crossings at Clayton are among Melbourne's worst, with boom gates down for well over half of the morning peak. Removing them via an elevated rail line should not only provide relief to motorists, but open up the land underneath for new parks, paths and facilities.

To see designs including a station floor plan visit; <http://levelcrossings.vic.gov.au/media-library/publications/caulfield-to-dandenong-publications/fact-sheets/rebuilding-clayton-station>.

Shortlisted bidders announced for Carrum and Seaford works

The removal of eight more level crossings on the Frankston line is a step closer with the Thursday 20 July announcement of shortlisted bidders for the first package of works in Carrum and Seaford (located 34.9 and 38.2 kilometres from Finders Street station respectively).

Two consortia, CPB/Aurecon and Lendlease/Acciona/Coleman Rail and WSP, have been shortlisted for the first package of works including:

- Seaford Road, Seaford level crossing removal
- Mascot Avenue, Station Street and Eel Race Road, Carrum level crossing removals
- New station at Carrum
- Carrum train storage relocated to a purpose-built facility near Kananook Station to make way for new open space
- New road-bridge over Patterson River connecting Station Street
- Rail systems and power upgrades.

Metro Tunnel signalling provider announced

CPB Contractors, together with Bombardier Transportation, has been awarded the \$1 billion Rail Systems Alliance (RSA) contract for the multi-billion dollar Melbourne Metro Tunnel Project.

The scope of works will involve installing 55 kilometres of next-generation, high-capacity signalling (HCS), which will include the first roll-out of a high-capacity signalling and communications system on an *existing* rail network anywhere in the country. "This is the next major piece of the puzzle – high-tech signalling to run bigger trains, more often through the Metro Tunnel", Victorian Minister for Public Transport Jacinta Allan said in a Tuesday 18 July announcement.

The level crossings on the Frankston line will be removed in stages to help reduce disruption for the local community and ensure the benefits of this major project can be delivered sooner.

This first package of works will also significantly change Carrum village, with improved access to the beach, a village square built around a new modern Carrum Station, plus significant new landscaping and open space.

The Seaford project also includes a \$10 million package of works for significant new landscaping, walking and cycling paths and an upgrade to RF Miles Reserve for the local community and sports clubs.

The contract for this first package of works is expected to be awarded in December. The successful tenderer will then have the opportunity to deliver the remaining level crossing removals and station rebuilds at Cheltenham, Mentone, Edithvale and Bonbeach.

Works at Seaford Road and Station Street bridge are due to start in 2018.



Veteran Clyde/EMD locomotives T395, T378 and B76 (the former rather incongruously lettered 'Steamrail Victoria') head a QUBE container train at Appleton Dock, Melbourne, on Saturday 27 May. Peter Clark



In Rio Tinto's Cape Lambert yard on 21 June, a loaded train (in the foreground) headed by ES44DCi units 8175, 8158 and 8103 moves towards a dumper on the west side of the yard while in the background, ES44DCi units 8172 and 8169 and Dash 9-44CW 7058 await their turn at a dumper on the other side of the yard. Peter Clark

Remediation works to commence on Newdegate line

Arc Infrastructure plans to reopen the Newdegate line before this year's harvest, having developed a long term solution that will address flooding of the rail network in the area.

(The small town of Newdegate is situated in the Western Australia's Great Southern agricultural region – 399 km south-east of Perth and 52 km east of Lake Grace. Newdegate is the terminus of a line that runs east from Wagin on the WA Great Southern line, and continues through the junction station of Lake Grace.)

In June, ARC Infrastructure (then Brookfield Rail) asset management and projects general manager Paul Lowney said; "The section of track between Newdegate and Lake Grace is still closed and is being closely monitored by our regional team. There is still a lot of water in the area as Lake Biddy is still flooded. This means that the majority of the rail line's formation in this section is either still underwater or significantly saturated."

On Tuesday 25 July Arc Infrastructure announced plans to reopen the Newdegate line before harvest, having developed a long term solution that will address flooding of the rail network in the area. The solution involves lifting the existing track and building up the formation by one metre to reduce impact from any further flooding, and to future proof the line. Arc Infrastructure will invest around \$1.5 million to achieve this long term solution and will be sole funder of the remediation works.

Detailed design and engineering works, engagement of key suppliers, and finalising a detailed timeline and costings will be confirmed prior to commencement of works. Subject to geotechnical survey results, the project is anticipated to start by the end of August and will be completed before harvest.

Review of the WA Rail Access Regime announced

In order to identify possible improvements to the operation of the Western Australian Rail Access Regime, WA Treasurer Ben Wyatt announced on Friday 21 July that a review into the regime would be held and welcomed stakeholder submissions.

The WA Rail Access Regime has been in operation for more than 15 years. The regime's purpose is to encourage the efficient use of, and investment in, railway facilities by facilitating a contestable market for rail operations.

An Issues Paper has been prepared to assist discussion in relation to proposed changes and potential improvements to the regime, and to help stakeholders participate in the review process. The State Government welcomes stakeholder comments addressing any of the questions set out in the Issues Paper, as well as on the operation of the regime more broadly.

"A review of the effectiveness of WA's Rail Access Regime is well overdue", Mr Wyatt said. "The Issues Paper proposes a number of potential improvements to the regime in order to better achieve its objective."

For more information visit:

http://www.treasury.wa.gov.au/Treasury/News/Review_of_the_Western_Australian_rail_access_regime/

The closing date for submissions is September 8, 2017.

To read *Railway Digest* on your PC, Mac, Mobile, Tablet and more, visit
www.pocketmags.com

The Australasian Rail Industry Awards Gala Dinner

Individuals and organisations from the Australasian rail industry were recognised for their outstanding achievements and innovations at this year's Australasian Rail Industry Awards Gala Dinner on Wednesday 13 July. Sponsored by Metro Trains Australia, and held in the Grand Ballroom of The Sydney Hilton Hotel, the 2017 Awards Gala Dinner was, as in previous years, a sold out event, with over 400 people in attendance to acknowledge the industry's great achievers.

Supporting the event, together with the ARA, was the Institution of Railway Signal Engineers (IRSE), Railway Technical Society of Australasia (RTSA), Rail Track Association Australia (RTAA), and the Permanent Way Institution (PWI). Proceeds from the event were donated to the TrackSAFE Foundation.

Legendary Australian comedian, Jean Kittson, was Master of Ceremonies, and through the course of the evening, showed just why she is in such constant demand for corporate engagements such as this. The Sydney Hilton proved to be an excellent venue for the event, and the catering on the night was of a very high standard.

The winners were as follows:

Career Achievement: Ben Lombardo

Ben Lombardo has been a leading pioneer and innovator in the Australian rail industry since the early 1980s, when he took over the leadership of the Speno business in Australia. Ben has driven key value, added technology development, innovation and the introduction of specialized maintenance technologies into the Australian rail maintenance industry.

Ben has and continues to be an integral part of the Australian rail industry and his engagement at every level including with the Australasian Railway Association has demonstrated his personal tenacity to challenge the norm and drive change within our industry.

Ben has built a specialized rail maintenance business from three to in excess of 230 employees dedicated to supporting the rail maintenance industry in the key areas of:

- rail grinding, switch grinding, ultrasonic and track inspection service provision,
- development and introduction of Australian / world-first key rail maintenance and inspection technologies to the Australian rail industry.

Award Sponsor: Sydney Trains and NSW TrainLink



John Knox, Customer Experience Manager LXP (left) and Hanna Seaborne, Communications & Stakeholder Relations Program Manager (right), both from Metro Trains Melbourne, accept the Customer Service Award from James Kilazoglou, General Manager for Ground Transportation Systems, of Award Sponsor, Thales Australia. ARA



Australasian Railway Association CEO, Danny Broad (left) and Chairman, Bob Herbert AM (right), congratulate Ben Lombardo on his well-deserved Career Achievement Award. ARA

Customer Service Award: Metro Trains Melbourne

Metro Trains Melbourne has developed an end-to-end customer service strategy for major works programs, featuring a five-point action plan for delivering customer service excellence throughout planned occupations on the network.

They have maintained a superb level of customer service during an unprecedented period of activity. Works have impacted 55 stations over the past year alone with a comprehensive suite of customer communications and engagement activities being delivered across 250+ days of works.

The results tell a great story with customer satisfaction bouncing back to a record high, punctuality of train services has remained above 90%, with just five complaints for every 10,000 trips completed during major rail occupations. That's a world class performance in customer service.

Award Sponsor: Thales Australia

Employee Engagement Award: NSW TrainLink

NSW TrainLink's implementation and continued commitment to the 'Our Story' framework is crucial to the organisation's successful modernisation and transformation as it strives to deliver better customer experiences and create a sustainable organisation.

The organisation has embraced the fact that in order to engage and manage change within a geographically disparate staff base across the entire state of NSW, significant management time to deliver the messages was required. It also ensured appropriate skills were provided to management to deliver the new approach. More than 700 management hours were committed to the participation of 'Our Story' training and 'In the Know' sessions.

'Our Story' is designed to play to employees' strengths of long and proud service histories and commitment to serving their local communities. The framework encourages conversations about change to openly acknowledge the past and connect it to the reasons transformation is required, and what it means for individual staff members.

Award Sponsor: Andrew Engineering



Top left: On behalf of sponsor Andrew Engineering, Managing Director, Daniel Fabiyanic (left), congratulates members of the NSW TrainLink Team on their Employee Engagement Award. Gaye Belbin

Top right: Mike Hickey, Chair, PWI Young Achiever Award Committee, presented Rebecca Coffey with the Young Achiever Award, for her work on the development of the Maintenance and Inspection App. ARA

Above left: James Donovan, from Metro Trains Melbourne, receives the RTAA Frank Franklyn Young Rail Specialist Award from RTAA President, David Bainbridge. ARA

Above right: Maythee Varayudej, Master Program Manager, Sydney Trains, accepts the Innovation & Technology Award, on behalf of his organisation, from Matthew Hinchcliffe, Director, Transport Advisory, SNC-Lavalin Rail & Transit. ARA

Frank Franklyn Young Rail Specialist (RTAA): James Donovan

James is a graduate engineer working at Metro Trains Melbourne and has great potential as a future leader in rail.

Since mid-2015, James has been leading the remote isolation system for Metro Trains as the project manager. The remote isolation system will greatly improve the electrical switching process through remote control and mechanical operation. It will increase safety and yield efficiencies that expand the occupation time for maintenance crews.

James' paper outlined the innovations of this project and demonstrated that it will greatly benefit the rail industry. James embodies the Frank Franklyn award and is well deserving for his efforts.

Award Supporter: Rail Track Association Australia.

Innovation & Technology Award: Sydney Trains

Sydney Trains' continual drive for a safe workplace is embedded in all aspects of the organisation and its activities. By integrating and promoting Sydney Trains safety culture through innovation and providing new technologies to staff to assist in the day-to-day activities, staff are continually reminded of the importance of safety in all aspects of their work.

In this day and age, technology and smart phones are widely used in our daily lives and the introduction of iOS applications at Sydney Trains such as Google Maps and Poss Search embraces and exemplifies their commitment to safety and improved work methods.

Award Sponsor: SNC Lavalin

PWI Young Achiever Award: Rebecca Coffey

Rebecca was the Project Manager for the development of the Maintenance and Inspection App.

The Lyco MMS app allows users to create, maintain and inspect track and structure defects, all in one work order flowchart. It is unique because it can operate in rural areas without mobile phone coverage by using the cloud and automatically updates when it comes within mobile phone range.

The app is paperless, providing defect and inspection history in the field, and is linked to GPS and inspection competencies to ensure authentication. A digital signature requires all defects to be inspected, or reasons why inspection cannot occur are noted; for example, flooding.

The app keeps track of original planned completion dates and actual completion dates, and schedules for inspection and maintenance can be linked to programmed works orders, and allows an inspector to photograph a defect, then move and enter the details in a safe place.

Award Supporter: Permanent Way Institution (PWI)



Freight Rail Excellence: KiwiRail

The Kaikoura earthquake in November 2016 has significantly disrupted New Zealand's Supply Chain network. The rebuild of the rail and state highways connecting Picton to Christchurch is expected to cost the country up to two billion New Zealand dollars.

The rail line rebuild will be the biggest rail project in the South Island since World War II.

KiwiRail has taken a leadership role ensuring the immediate continuity of services for its freight partners. Critically, the organisation has developed resilience options to protect the national supply chain. Maintaining relevance in the market with customers has ensured that KiwiRail is protecting long term revenue retention and growth.

The South Island network is planned to be reopened in the second half of 2017.

Award Sponsor: GS1 Australia

Systems Engineering Award (IRSE): Zdenka Wright

Zdenka has shown great dedication and extraordinary vision during her ascent to the role of Signal Sighting and Integrity Engineer at Metro Trains Melbourne. She has rigorously pursued her self-development through tertiary courses, mentoring and training programs. She has shown outstanding leadership qualities, managing the activities of the Signal Sighting Committee and producing a Terms of Reference, Code of Conduct and Signal Sighting Procedure.

She has led multiple signal risk assessments in the field, playing a leading hand in improving signalling infrastructure in high traffic sections of Melbourne's metropolitan rail network. Her development of an innovative new Signal Passed at Danger, known as a SPAD Risk Ranking Tool has also underlined her value to both the organisation and the rail industry at large.

Award Supporter: Institution of Railway Signal Engineers (IRSE)

Safety Award: Australian Rail Track Corporation

The Australian Rail Track Corporation interstate team has instituted a comprehensive range of initiatives focused on safety culture change and are seeing progressive improvement as a result. Lead indicator reporting is up, lag reporting results like LTIs are dropping and the pipeline of safety innovations continues to grow.

Over the past year, there has been vast improvement in the amount of vehicle damage and bogged vehicles being reported, and all injuries are also being reported including first aid injuries that do not require medical attention. The team has become more proactive in reporting hazards – most hazards are relating to safe access to their work site, but also hazards they have identified in relation to their vehicle set up and the work site itself. The team are also very quick to pick each other up when they are doing the wrong thing or putting themselves at risk.

Award Sponsor: Metro Trains Australia

Top left: Master of Ceremonies, Jean Kittson, kept the audience entertained and the evening's proceedings moving along. ARA

Top right: Zdenka Wright, Signal Sighting and Integrity Engineer at Metro Trains Melbourne, receives the System Engineering Award from IRSE President, Peter Symons. ARA

Above left: Maria Palazzolo, Executive Director and Chief Executive Officer, GS1 Australia, presents the Freight Rail Excellence Award to Alan Piper, Group GM Sales and Commercial, Kiwi Rail. ARA

Above right: Richard Bowden, Director, Rail of award sponsor Commonwealth Bank (4th from left), with the team from NSW TrainLink, winners of the TrackSAFE Foundation Award. ARA

Right (page 29): Andrew Lezala, Managing Director, Metro Trains Australia, looks on as Catherine Bowlzer, Principal Advisor Safety and Environment, ARTC, and Brian Green, General Manager Asset Management, ARTC, show off their Safety Award. Gaye Belbin



Left: Judy Reynolds, Manager Training Centre, Brookfield Rail (now Arc Infrastructure) and Joel Trouchet, Manager Service Delivery, Brookfield Rail (now Arc Infrastructure), received the Workforce Diversity Award from Jonathan Lafforgue, General Manager, Operations and Environment, NSW Ports. ARA
Below: RTSA Executive Chair, Phillip Campbell OAM, presents the Young Rail Professional Award to Gordon Baulch. ARA

TrackSAFE Foundation: NSW TrainLink

The NSW TrainLink Rail Safety Week team are passionate about using an event like Rail Safety Week to engage and share safety messages with their customers with the intent of creating a safer railway for all. The team's innovative thinking and passion pushed the boundaries to come up with new ways to engage staff and customers around safety. They included suppliers and vendors and leveraged their networks to deliver their rail safety messages, pledges and collateral with many organisations publishing their pledges in their internal newsletters.

During Rail Safety Week NSW TrainLink staff led engagement with regional customers and visited local schools, and over 1,000 personalised pledge photos were uploaded onto a social media platform.

Utilising modern and interactive communication channels, NSW TrainLink has been able to achieve a high level of engagement with their Rail Safety Week messaging from both customers and staff.

Award Sponsor: Commonwealth Bank of Australia



Workforce Diversity: Brookfield Rail

Brookfield Rail (now known as Arc Infrastructure) has made a significant impact on enhancing diversity in its workforce across the past decade.

Their achievements in addressing workforce gender imbalance and approaching gender pay parity are at the forefront of the industry, inspiring others to change traditional thinking to ensure a fair and equitable workplace for all rail workers.

Key achievements include:

- In March 2017, gender pay gap on base salaries was 0.6% – almost parity – compared to the Western Australian average of 23.9%.
- Workforce comprises 24% females, up from 10% in 2007.
- 17% of engineers are female, compared to none 10 years ago
- 26% of management are women, up from 4% in 2007.
- Innovative recruitment campaign successfully resulted in the employment of our first female track maintenance workers in 2016.

Award Sponsor: NSW Ports.



Young Rail Professional (RTSA): Gordon Baulch

Gordon is a passionate young rail professional who has shown outstanding leadership and planning capabilities in his career to date. He has led four critical projects that have showcased his extraordinary flexibility, engineering expertise and collaborative nature.

1. Station rebuilds during Regional Rail Link, managing the successful design and build phase at Footscray, West Footscray and Sunshine.
2. Re-railing program that saw 90km of track replaced across the Melbourne metropolitan network. The program also identified and removed potential track faults using a combination of thermal imaging and track diagnostic tools.
3. Introduction of a new lean process for rolling stock. The results were outstanding with 20 extra trains brought back into daily service, including 14 for the critical morning peak.
4. Transition to early weeknight occupations – night shift maintenance teams from multiple railway disciplines work side-by-side on a designated section of track over four consecutive nights. This approach coming at a time when maintenance windows are shrinking due to major works occupations and expanded services across the weekend.

Award Supporter: Railway Technical Society of Australasia (RTSA)



Chasing Trains on a (motor) bike

Peter Reading

For several months, fellow enthusiast Mick James and I had been planning a railfanning trip, with a bit of a difference to our normal trips. Since Mick had recently purchased a new motorbike and with my own bike in need of some more kilometres being put on the clock, we decided that it would be a good idea to go for a long weekend ride out on the western line from Brisbane, taking the chance to capture some of the many coal trains on the corridor, as well as the odd grain train and, hopefully, the *Westlander*. However, with Mick now living down south, suitable weekends were hard to come by, especially with us both working railway shiftwork. It was eventually decided that Mick would take a couple weeks off work in early June to visit Brisbane and since I had a long weekend from work during that time, we would make our western sojourn plans come to life over the weekend of 10-11th June, with Monday 12 June saved for a day ride with a long-time mate of Mick's who now lives in Toowoomba. We also learned that Southern Downs Steam Railway (SDSR) were running a trip from Warwick to Clifton and return on Sunday, 11 June. It was soon decided that the SDSR train should be our main target for the Sunday, with the Saturday spent chasing trains between Rosewood and Toowoomba, with the possibility of continuing west of Toowoomba towards Oakey, Jondaryan and Dalby.

With the previous couple weeks being mostly clear blue skies, spirits were high for our long-awaited bike trip out along the western line. However, at the start of the week, the forecast for Saturday was looking grim: "Mostly cloudy, high chance of showers, most likely from late morning, 5-10mm". Sunday was looking even worse with up to 25mm of rain likely! Drat! If there was any time that we wanted the Bureau of Meteorology to be wrong with their forecast, this was it! Fingers crossed...

Friday dawned a perfect, clear blue sky day, with hopes rising of a reasonable weekend. The forecast had changed a bit, but not quite as much as we were hoping, with a cloudy day and showers forecast for Saturday afternoon/evening and all day Sunday. As I live on the western side of Brisbane, we decided it would be a good starting place for the weekend, so on Friday afternoon, Mick arrived at my home and we went for a quick ride out to Redbank to check out the workshops and

across to the freight terminal at Acacia Ridge, before re-fuelling the bikes ready for the off in the morning. As a money saving measure, as well as a bit of insurance against the weather, we decided we would only stay in Toowoomba on the Sunday night, with Saturday night being spent back at my place in Brisbane's western suburbs. After a nice meal at the local pub, we got ready for an early night before the first day of our long weekend ride.

Saturday morning dawned with plenty of blue skies and some scattered clouds, so we thought our prayers had been answered! With both bikes ready to go, we set off from my home, headed west, with plans for some breakfast out towards Laidley before heading in to Laidley itself to catch the inbound *Westlander*. Well, that was the plan! With an uneventful ride out to the service centre off the Warrego Highway at Laidley and some breakfast in our bellies, we set off in to Laidley with the sun blazing nicely in the sky. Much to our disappointment, however, as we arrived at our pre-determined spot in Laidley, we saw the tail end of the short *Westie* consist disappear around the curves to the east of the township. Bigger! A unanimous decision was made to take chase across the Little Liverpool Range across towards Rosewood with the hope of getting the shot at Lanefield, just west of Rosewood itself. So, back on the bikes and off we rode, through the 40 and 50km/h limits of the township, all the time spent thinking how far ahead of us the *Westie* was getting, as even though the railway is quite curvy, steep and slow between Laidley and Grandchester, the *Westie* is able to make good time across the section due to now only being four cars long (baggage car, combined staff/lounge car and two sitters), with the 90 tonner loco having no issue lifting the small load up the grades.

Out on the main road again, we were able to quickly reach road speed of 100km/h before starting the short climb up the range, doing well before catching up to a learner doing slightly under the limit. If that was the worst of our problems, we would be fine, I thought! But, as always happens to be the way when chasing trains, Murphy had the final say, with signs coming up that immediately makes any enthusiast heart sink: "Roadworks Ahead", "Prepare to Stop". Nooo! Surely, being a weekend, it'll just be a lowered speed limit with no one working for

Left (page 30): The two photographers' steeds for the weekend enjoy a short rest as 2321D and 2313D on 9863 power east through Laidley, about to start the climb up the Little Liverpool Range.

Peter Reading

Below: As a brief patch of sunshine peeks through the mass of clouds on Saturday 10 June, Grain Train No.6652 rumbles west through Laidley with Clyde/EMD units 2353 and 2358 at the helm. Michael James



a few hundred metres before we can be on our way again? Well, that was the hope at least. We then rounded the bend to see the dreaded roadworks traffic lights, and it just went back to red. Argh! After what seemed like an eternity while the *Westie* continued on in front of us, the light finally changed and we were off again... at 40km/h... For two kilometres... Needless to say, the *Westie* was long gone by the time we got to Lanefield, so we turned around again and headed back over the range, hoping to catch the westbound empty coalie that we had crossed between Grandchester and Calvert, but alas, once again, the roadworks Gods were against us with the traffic light turning to red as we rounded the bend towards it, the coalie being long gone by the time we got back to Laidley!

After a quick toilet break, it was decided that we should continue heading west towards Gatton, where we would find a good spot and wait for the next eastbound loaded coalie, which was currently nearing

the bottom of the Toowoomba Range. Back through Laidley, onwards past Forest Hill and past the University of Queensland Gatton campus, we found ourselves on the outskirts of Gatton. Turning off before we went right in to the township, we paralleled the railway to the western side of town, crossing over Lockyer Creek before, a short distance later, we arrived at the Jamiesons' Road/Ewarts Road level crossing where we waited for the oncoming loaded coal train, 9863. Once we decided on the spots where we would capture 9863, we took a few photos of our bikes in the countryside while we waited for the headlight to appear in the distance. Clouds were becoming denser by now, masking the sun with only brief spots of mostly filtered light, but it wasn't raining, so we were happy! After 10 minutes or so, the headlight of 9863 appeared on the horizon, so we took up our positions and, at 11:25am, we took our first train photos of the trip as 2321D and 2313D powered past with 9863 loaded coal train to the Port of Brisbane.





We decided to chase 9863 back to Laidley, so we jumped back on the bikes and headed off east, trying our best to get back in front of the train and put enough distance between us and it to give us enough time to set up back at Laidley, with limited success. We arrived in Laidley after a spirited ride along the country roads from Gatton to realise the spot we wanted was mostly in shade with the (now brightly shining) sun having swung a bit far around for the shot to work, so, considering the train was very close behind us, I quickly decided to line up the bikes and get a 'Bike + Train' photo as 9863 roared through Laidley at 11:48am. Not wanting to deal with the roadworks again and with there being no trains in the general area for the next hour or so, we decided to head back out to the service centre for some lunch as we waited for the afternoon empty grain train to arrive, which we would chase west.

After lunch was consumed, we headed back to Laidley where the sun was still shining very nicely, albeit with some pesky clouds hanging around, ready to pounce. With the dynamic brakes of the 2300s on empty grain train 6652 echoing through the valley around Laidley, the clouds decided it was time to play, covering the sun and sinking our hopes of a brilliantly lit photo. However, a mere 60 seconds or so before the train came in to view, the clouds decided to play nice and allowed the sun to shine once more, giving us a fully-lit scene to photograph bronco-liveried 2353 and 2358 as they descended through town with 6652 at 1:46pm. With the sun in a good position for west bound trains, we took up chase, catching him again approaching Helidon in heavily filtered light at 2:19pm and then again at Murphys Creek under full cloud cover at 2:50pm. With the clouds looking even heavier further





west, we decided to head back east to find the following westbound empty coalie, hoping for a bit better lighting conditions! Thoughts were to try for Grantham, however as we approached, the headlight of empty coal train 9624 came in to view, so we did a quick about-turn and headed back towards Helidon, where we managed to capture 2371, in bad need of a repaint, leading 2388D in filtered light at 3:25pm.

With the cloud cover getting heavier and heavier and the sun getting low, the decision was made to head back towards home after that, in the hope the following day would bear more fruit with the SDSR train. With a couple of rain showers dulling the mood on the ride home, we fuelled up the bikes once more ready for another day of riding before arriving home for some dinner while enjoying the warmth emanating from the fireplace.

The sound of light rain greeted us the next morning when we awoke, putting a big question mark over our day of riding, with the plan being to ride to Warwick, chase the steamer north to Clifton where we would

make a decision on whether to chase the train back to Warwick or head back to Toowoomba and get some photos of the coalies west of Toowoomba. We decided to go ahead with the plan after a quick look at the weather radar showing no rain out towards Warwick, so off we went, stopping by at Yamanto for a quick breakfast before continuing on. With a bit of roadworks along the way slowing us down, the chances of arriving in Warwick before the 10am departure of SDSR steam train M631 seemed slim. So far, the rain had held off, although the cloud cover was complete and heavy, but by the time we reached the crossing of the Great Dividing Range, the rain had certainly arrived and was making things very miserable. The rain meant a slower ride up the range than hoped, with a stop after Cunningham's Gap at the servo on the Warwick side of the range being made to find a jumper in my bag. My hands may have been warm due to my bike having handlebar heaters, but that didn't do much for the rest of me, which was wet and freezing!

Above: The first photo of the day! 2321D and 2313D lead 9863 east towards Gatton and the Port of Brisbane on Saturday 10 June. Peter Reading
Left (page 32): 2353 and 2358 lead 6652 grain train west in to Helidon as the clouds grow thicker in the sky. Peter Reading
Right: After a quick crew change, 2353 and 2358 haul 6652 in to Murphys Creek, with the clouds now well and truly covering the sky. Peter Reading



During the stop, we decided we wouldn't make the departure time at Warwick, so we would instead intercept the train south of Hendon at the locality of Deuchar. By the time we arrived, the rain had mercifully left us alone, so we stopped at the next level crossing and set up our shots. Thankfully we didn't head towards Warwick though, as it wasn't long before we heard the whistle and the exhaust beat of the steamer climbing the grade in front of us, with C17 971 and its train of four passenger cars plus water gin cresting the grade and crossing the Warwick-Allora Road level crossing at 10:47am. As neither of us knew the roads in the region very well (a look at Google Maps the night before notwithstanding) and a desire to stay away from dirt roads as much as possible on our road bikes, we headed straight for the township of Clifton, knowing the rail line had a much more direct routing from our current position to Clifton, as well as all towns in between, than the roads. Unfortunately, we weren't aware that the train would be making a stop in Hendon in order to turn the locomotive (there is no 'angle at Clifton), enabling a smokebox-leading run all the way back from Clifton to Warwick later on, as ME32. This meant we were left waiting for quite some time in Clifton before the train arrived, allowing us plenty of time to decide where to position ourselves. At 11:50am, about 20 minutes behind schedule, C17 971 passed the grain

silos on the southern outskirts of Clifton with M631, arriving at the station shortly after, where most passengers alighted and headed for one of the local pubs for some lunch. Shortly after arrival, the crew cut the loco off and started the run around procedure, coupling back up to the train at 12:20pm, ready for the return journey of ME32 at 1:30pm.

Once re-coupled, Mick and I took the opportunity to take in some lunch at the nearby pub, along with many of the passengers. With a typical country pub lunch under our belts, we left the pub to check the weather, where we saw some very dark, heavy looking clouds to the south towards Warwick. Upon seeing this, we decided our best course of action would be to leave the train here and head for Toowoomba, check in to our hotel and possibly head out after that for a couple of coal train photos in the area.

Unfortunately, as we headed towards Toowoomba, the rain once again set in and continued all the way in to the city, with fog also rolling in making for some very miserable weather, especially when riding a motorbike! It was therefore decided to cut out losses and stay at the hotel where we could watch the afternoon footy match before dinner, reflecting on our mixed success over the weekend, but agreeing it had been, apart from the rain, a very fun trip that would certainly be repeated in the future!

Below: Southern Downs Steam Railway's C17 4-8-0 971, built by Walkers Limited in 1950, crests the grade up to the Warwick-Allora Road, on the way to Clifton with special train M631 on the Sunday. Peter Reading

Above right (page 35): Having turned the locomotive at Hendon, the SDSR special approaches Clifton yard, passing by the grain silos on the southern side of town before arriving at the station, where the passengers will alight for lunch at one of the three local pubs. Peter Reading

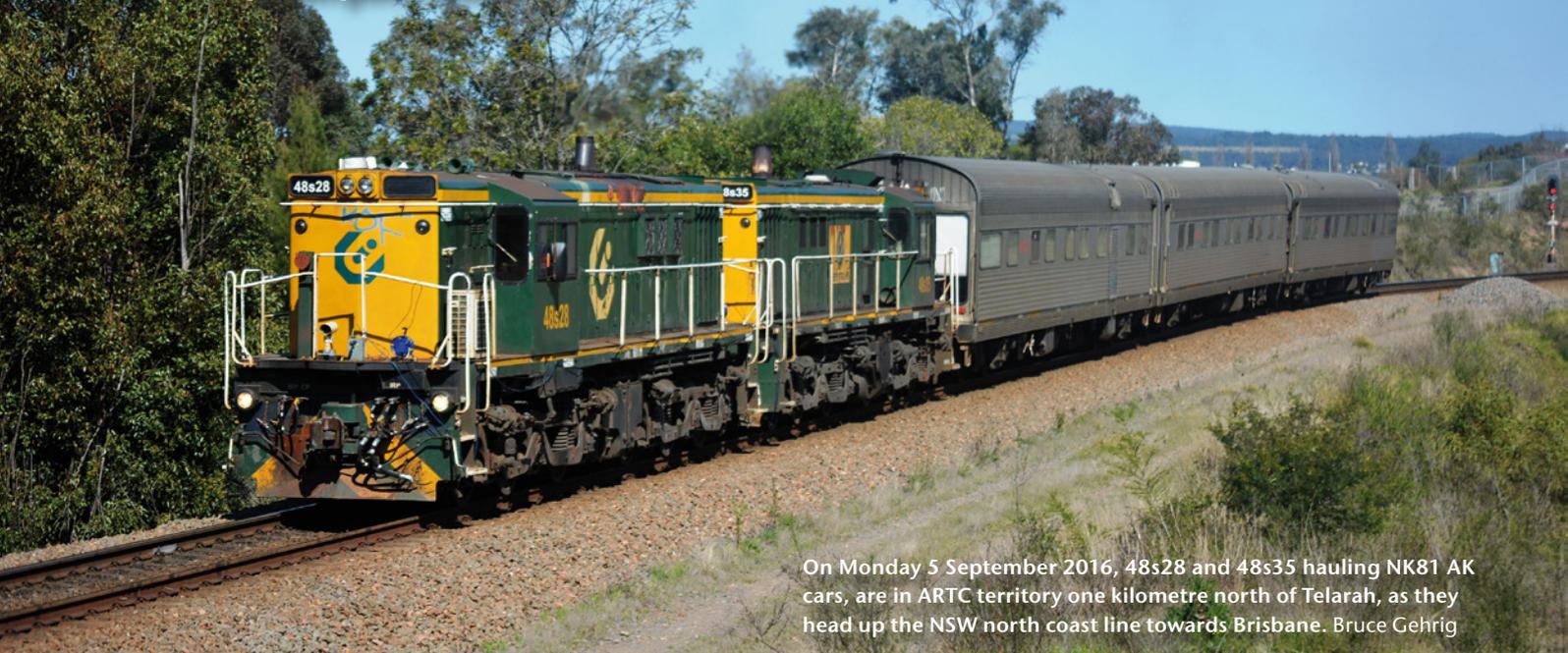
Below right (page 35): C17 971 simmers quietly adjacent to the platform at Clifton with Steam Train No.M631, while the crew conduct some intermediate checks, and passengers queue for a glimpse of the locomotive on Sunday 11 June. Michael James





Making mainline derailments history on the ARTC network

Phillip Campbell OAM



On Monday 5 September 2016, 48s28 and 48s35 hauling NK81 AK cars, are in ARTC territory one kilometre north of Telarah, as they head up the NSW north coast line towards Brisbane. Bruce Gehrig

The frequency of derailments on Australian rail networks is declining but the larger size of today's trains means that when derailments do occur the consequences are often more severe in terms of rolling stock and track damage and can result in lines being closed for lengthy periods. This provides a powerful incentive to prevent derailments in the first place and, like any modern-day track manager, the Australian Rail Track Corporation (ARTC) works towards eliminating derailments through its primary goal of focussing on planning to run a safe, reliable and efficient railway, rather than rely on past standards and practices.

Planning is the key

A priority in this planning process is to analyse factors that contribute to a loss of reliability or efficiency or that could cause a derailment. The results of this analysis are then fed back in to the ARTC's standards and procedures are in place to ensure these standards are met. Another priority is to monitor safety, reliability and efficiency or 'manage what you measure'. It is imperative that those standards and procedures are efficient because an inefficient railway is rarely a safe railway. Reliability is also a priority – an unreliable railway is also rarely a safe one and safety is a commercial imperative as well as being a legislated requirement. Today's derailments can cost large sums of money for both a train operator and track manager in terms of damage to locomotives, rolling stock, customer's freight and fixed infrastructure. Safety management should be based on risk assessment and that risk assessment should be based on data, not debate, facts, not opinion.

Causes of derailments

There are numerous causes of derailments including train handling (speed and braking), lateral offset of heavy loads, incorrect marshalling of the train (location of empty wagons), axle bearing failure, wheel/rail incompatibility, dynamic interaction with track geometry variations, aerodynamic loading of high loads (double stacked containers) and draw gear failure leading to train parting.

Track-specific causes of derailments include loss of gauge, geometry defects leading to wheel climb (poor lateral to vertical alignment), heat buckles, broken rails and track destruction through washaways.

Designing out derailments

Fortunately, today's track designs have reduced the frequency of derailments. For example, the use of concrete and steel sleepers has

reduced loss-of-gauge situations and, in the process, dramatically reduced maintenance costs. Track geometry (top, twist and line) is a critical interface standard. Rolling stock acceptance standards for dynamic stability are related to the track geometry.

Track buckles are a well-known problem in Australia's hot climate but track design has played a big part in dramatically reducing this problem. The ARTC uses a stress-free temperature of 38C to limit compressive force at high temperatures. Buckling resistance is dependent on sleeper types with concrete sleepers excelling in resisting buckling forces. Fasteners and ballast profile also play a key role in reducing buckling. On its main lines the ARTC has eliminated heat-related speed restrictions through appropriate track design. The last derailment on the network caused by rail buckling was in 2013.

However, broken rails continue to be an issue on the modern railway. Wheel impacts are a major cause of rail breaks. In an effort to minimise broken rails the limit for rail dips and peaks on the ARTC network is now 0.0 to 0.3 mm. Limits for rail wear, based on fracture mechanics, are verified by monitoring data. Heavier 60 kg/m rail, now standard for ARTC main lines, also plays its part in reducing rail breakages.

Monitoring the track

Track condition monitoring has come a long way from the days of a fletcher 'walking his length' and visually inspecting the track. Track geometry, including gauge, is monitored by a train well-known to *Railway Digest* readers, the AK cars, which traverse the entire ARTC network as well as standard-gauge tracks belonging to other infrastructure managers. Track buckles are minimised by enacting track stability management plans which measure the rail's stress-free temperature and ballast profile. There are propriety products available, such as Vortok's VERSE (marketed in Australia by Pandrol) and Queensland Rail's Rail Frame, which non-destructively measure the stress-free temperature in rails.

The ARTC employs the targeted use of VERSE, which works on the principle that the more a rail is in tension, the greater the force required to lift it. VERSE is essentially a lifting frame, which enables a short section of rail to be raised using a hydraulic jack, with both the lifting force and lifting height being measured. Transducers are used to determine the applied force with respect to the vertical displacement of the rail. Rail temperature at the time of lifting is also recorded. By knowing the rail profile, rail temperature, applied lifting force, and the height through which the rail

is raised, the temperature at which the rail would be stress free can be calculated. Stress Free Temperature is calculated, to the nearest whole °C, by proprietary software in a dedicated hand-held computer connected to the lifting device. Pandrol says each measurement can be made in 20-30 minutes and the cost is less than five per cent of the cost of a traditional cut, measure and re-weld procedure (depending on rail fastening).



A VERSE lifting frame in action. Courtesy VORTOK

The problem of rail breaks is tackled by automated ultrasonic inspections and measuring rail wear limits using a track recording car. The AK cars measure dips in welds (a significant initiator of rail breaks) and rail corrugation measurements. Although flooding-related track damage can be a cause of train derailments it has, in the past, been regarded as an ‘act of God’ over which little could be done to reduce its impact. However, real time rainfall monitoring using contractors in conjunction with Bureau of Meteorology radar has reduced instances of trains being derailed by washaways.

Maintenance standards

Today’s track maintenance operates within the defined intervention limits and response actions. For example, track geometry defects, including gauge, are set by defined limits and default speed limits are set as per the Track and Civil Code of Practice. With respect to track buckles limits are set for stress-free temperature defects and rail restressing is planned. Ballast profile defects are defined and, again, default speed limits apply when problems in this area are detected. With respect to broken rails the size of internal flaws and response times

to attend problems are clearly defined. Rail wear limits are set and, again, default speed limits apply. The impact of flooding can be mitigated by annual inspections of drainage and the level of silting in waterways.

Streamlined standards and procedures

The ARTC has removed obsolete track inspection practices as retention of such practices is regarded as counter-productive and unnecessarily adding to maintenance costs. For example, after a review of the defect recording system, track patrols were reduced to once a week. Concrete sleepers and continuously welded rail do not deteriorate like timber sleeper track and jointed rail and, for the same reason, walking inspections have been scrapped although turnout inspection and measurement is conducted on foot. Level crossing surface condition is inspected annually. Targeted inspections are programmed and signed off and any defects detected are recorded and a response is planned and recorded.

Working with rail operators

An important aspect of effective track management is close liaison with above-rail operators to monitor rail/wheel interface issues such as wheel profile, rail profile and speed combinations. Signal spacing and marshalling of empty wagons, especially in 1,800 metre trains, are issues of importance for both track managers and operators.

Wayside detection systems are now standard practice to monitor any irregularities in rolling stock that might lead to a train derailment. For example, wheel impact detectors have led to reduced rail breaks. Bearing acoustic monitors and hot box detectors have led to near zero bearing failures. Dragging equipment detectors also play an important role in derailment reduction and angle-of-attack monitors (to detect bogie hunting) and wheel wear monitors are to be introduced on the ARTC network.

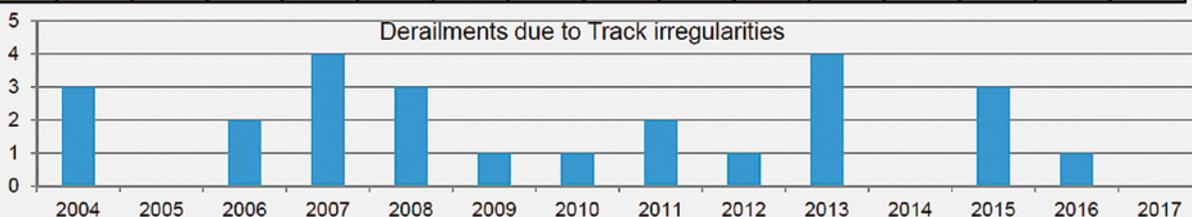
As discussed earlier derailments can be caused by a variety of factors, as shown in the accompanying table outlining ARTC mainline derailments between 2004 and 2017. The table below shows that track-irregularities are no longer the biggest single cause of derailments. However, the quest to eliminate track-related derailments is a never-ending one and the ARTC is striving to attain that goal.

Phillip Campbell is Acting Executive General Manager, Enterprise Services, Australian Rail Track Corporation. He has 40 years experience leading teams in the engineering, maintenance and project management domains. Phillip joined the ARTC in July 2007 as Configuration Manager and has since had a number of roles. In 2011 he project managed the demobilisation of the NSW Country Regional Network (following the takeover by John Holland Rail) as well as the ARTC investigation into a possible takeover by Queensland regional rail network. He held the role of General Manager Technical Standards from 2012 to 2016.

This article is based on an address given by Phillip at a Permanent Way Institute and Institution of Civil Engineers Joint Technical Evening in Brisbane.

Mainline derailments

Primary cause	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Total
ARTC safe working irregularities									1	2					3
Extreme weather			1	1	1	1			1		1	1			7
Loading irregularities			1		1		1	1	1		2				7
Other	2	1							2			1			6
Rolling stock irregularities	2		6	4	2	1	7		1	1		4	1		29
Track irregularities	3		2	4	3	1	1	2	1	4		3	1		25
Train and track factors	2	3		1	1	1				2					10
Driver errors		1	1	2	1	1	2	1	2	1	1	1	2	3	19
SPADS											1				1
Total	9	5	11	12	9	5	11	4	9	10	5	10	4	3	107





Some assembly required: SSR locomotive transfers

Text and images by Ewan McLean

It was Southern Shorthaul Railroad's (SSR) application for a TOC Waiver that drew my attention. The submission to the Australian Rail Track Corporation Ltd (ARTC) was to transfer 12 locomotives from Parkes to Cootamundra. Only four of the dozen were to be active, being 44204, 442s1, GM22 and GM27. Behind these would be eight dead attached units of 442s6, 45s1, 603, 8049, B65, 869, T381 and T363.

For this transfer to happen, first the aforementioned active quartet hauled the slumbering pair of T381 and T363 from Lithgow to Parkes early on Thursday, 22 June. Arriving at Parkes that same day, the group were already in attendance and stabled in No. 3 road. Assembly continued as GM27 moved forward and 4908 trundled out from the Gemco siding with 869, B65, 8049, 603, 45s1 and 442s6 in tow before coming to a stop for GM27, GM22, 44204, 442s1, T381 and T363 to set back in No. 4 road.

With the GM27 manoeuvre completed, 4908 moved forward along No. 5 road past the points and set back into No. 3 road before being detached and moving forward and set back into No. 4 road to hook up to GM27. Then 4908 moved forward with GM27, GM22, 44204, 442s1, T381 and T363 at 17:31. At that point with darkness closing in, the allure of a nearby motel was too strong and check-in was beckoning.

Returning to Parkes railway station at 18:45 I was just in time to see 4908 finish the marshalling of the 12 SSR locomotives. As a distraction from all the shuffling, Chicago Freight Car Leasing Australia's locomotives EL64 and GL106 moved forward in No. 4 road at 18:48 coming to a halt in front of the 13 SSR locomotives. While all this was happening, stabled Pacific National (PN) locomotives 48123, 8134, 48144 and 8170 looked on.

Friday 23 June dawned with a brilliant red sky over Parkes and as the saying goes, *'red sky in the morning shepherds warning'*. Whilst pondering the weather possibilities, the station rested in overcast conditions as the

rising sun tried to break through cloud cover. The same PN locomotives still rested quietly with GL106 and EL64 idling away quietly. A headlight from the east appeared at 07:57 as 48161 and 8133 off Manildra grain 8838 came through the platform road light engine, before heading off for re-fuelling.

At 08:09, GL106 and EL64 moved forward and departed Parkes as light engine movement D892, headed back to Goulburn. Now revealed was 4908 and the 12 SSR locomotives strung out behind. At 08:28, 8133 and 48161 returned to set back onto their Manildra grain. At 09:17, 4908 moved forward before setting back into the Gemco siding, then being stabled back into the shed and shut down.

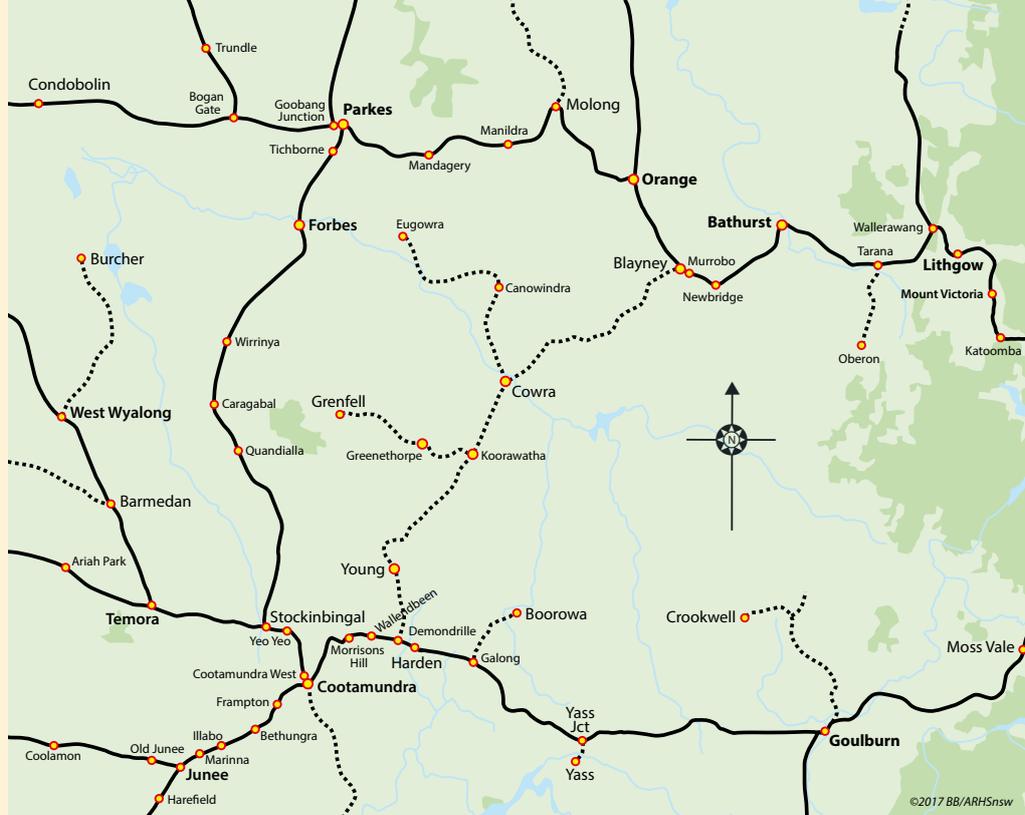
Just to make things interesting 8138, 48205 and 48160 with PN grain train 9827 came into the loop (No.2 road) and came to a halt at 09:36. This blocked the view of all the Parkes yard including the 12 stabled SSR locomotives. I left Parkes and headed out to Tichbourne to await the transfer. Whilst awaiting the dozen, the first train sighted at Tichbourne was 6SP5 with NRs 67, 71 and 28, roaring through at 10:54, which meant the SSR train would be a little longer, as it is single track back to Parkes.

The wait for the rolling dozen was soon over, as SSR's light engine movement D848 proceeded through Tichbourne at 11:28. Just to the south of Tichbourne, it came to a halt so an inspection could be made of the aged engines. I drove down to the Daroobalgie Road level crossing to wait for D848, the procession subsequently strolling through at 12:11.

I decided to head back to Stockinbingal via West Wyalong and Temora, because I didn't know the area between Forbes and Stockinbingal and the roads don't parallel the railway line, with the attendant risk of geographic dislocation. I arrived at Freemans Lane just to the north of Stockinbingal where much to my relief a fellow rail fan was spotted.

Left (page 38): At dusk on Thursday 22 June, the yard at Parkes is a busy place, as GM27 and 4908 position their charges prior to amalgamating into a single 12-locomotive consist for the journey to Cootamundra the following day.

Below: On Friday morning 23 June, 44204, 442s6, 442s1, 603, 45s1, 8049, GM27, GM22, 869, B65, T381 and T363 are near Tichborne, heading south with SSR's D848 Light Engine Transfer working.



As it turned out the train had not appeared, and to our collective relief a horn was soon heard, followed shortly thereafter by D848 poking around a sweeping right-hand bend before trundling past us at 14:51. I drove out to Yeo Yeo where I hoped the sun would be on the nose of 44204 as D848 worked upgrade at 15:13. Then it was back to Cootamundra arriving in time to see D848 come off the southern side of the triangle and moving into No. 4 road in Cootamundra yard at 15:39.

Numerous shunting manoeuvres were then required to marshal the 12 locomotives into the Sutherland Siding at the southern end of Cootamundra yard. While this was happening 8248 and 8251 made an appearance to shunt grain wagons. At 16:29, QBX001, CM3311 and CM3307 roared through Cootamundra with QUBEs

Harefield paper train 1311N, heading south to Junee. That evening I returned to Cootamundra to see SCT011 and SCT010 race by with 5BM9 at 19:15, also headed south. And with that an engaging day of train movements had come to an end.

Saturday 24 June dawned to a chilly, frosty morning in Cootamundra but at least the sun shone brightly. A shrill NR horn heralded the arrival of 4PS6, that rolled slowly through the Yass Road level crossing at 07:50, taking the northern side of the triangle as it headed towards Sydney. I drove out to Wallendbeen with only a short wait before NR8, NR5 and NR11 (all elephant style) roared through with 4PS6 at 08:10. I was enjoying the sun on my back when I heard a familiar rumble approaching, as 8136 and 8127 grumbled south with PNs Manildra flour train at 08:52.





A drive back to Cootamundra ensued, as 602 was going to take some SSR locomotives as a light engine movement down to Junee and this was also going to be a load test for 602. Up onto the conveniently placed foot bridge spanning the Cootamundra yard, 8136 and 8127 rolled underneath with 9337 at 09:15. My attention was drawn to a road tanker pulling up to unload some diesel into a holding tank for fuelling locomotives, an ironic sight. Another NR horn caught my attention as NR30, NR16, 9310 and NR10 headed south with 6WM2 steel train at 09:38.

I drove out to Dimaseer Road just to the south of Cootamundra and waited for the SSR light engine movement to Junee. Time slipped by and I thought that the light engine movement might be a no-show.

As it turned out the worry was needless, as SSR light engine movement D377 wound by at 11:02. Next it was straight along the Olympic Highway to the next crossing to await another passing of D377, which duly occurred at 11:23. I only just managed to get to the next crossing at Bethungra as D377 activated the red flashing lights and bells at 11:30.

After driving through Illabo, I stopped at a farmer's crossing just to the south to see D377 roll by at 11:45, then Marinna at 11:50 and Water Tank Hill near Junee at 11:54. The group of 602, 48s35, 8049, GM27, GM22, T381 and T363 eased into Junee at 12:02, with 602 looking resplendent in its old GreenTrains livery of green and yellow. At Junee I parted company with two days of light engine movements, heading for home with the sights and sounds of vintage diesels fresh in my memory.





Above left (page 40): On Friday afternoon 23 June, light engine movement D848, comprising locomotives 44204, 442s6, 442s1, 603, 45s1, 8049, GM27, GM22, 869, B65, T381 and T363 shunts into Sutherland Siding, at the southern end of Cootamundra yard.
Below left (page 40): Early on Saturday 24 June, GrainCorp Goodwin/Alco unit 48218, stabled in the yard at Cootamundra, looks on as a Toll road tanker unloads locomotive diesel fuel.
Above: Bathed in the early morning sunlight of Saturday 24 June, Goninan/GE units NR8, NR5 and NR11 roll through Wallendbeen with 4PS6 Perth-Sydney intermodal freight service, which includes a complement of the distinctive green Sadleirs Transport vans.
Below: South of Illabo, on Saturday 24 June, Goodwin/Alco unit 602 leads 48s35, 8049, GM27, GM22, T381 and T363 on D377 light engine movement to Junee.





Southern Shorthaul Railroad Grain Hopper Wagons

John Beckhaus

The Southern Shorthaul Railroad Company has three owners and employs around 150 people. The company's headquarters is at the former Victorian Railways Workshops at North Bendigo. SSR has assets of \$70 Million, which includes more than 50 locomotives and approximately 600 wagons. As well as the North Bendigo Workshops the company also has a depot at Lithgow in New South Wales.

ANRail and later Australian Southern Railroad (Genesee and Wyoming Australia) had been operating the Flinders Energy contract to carry the soft brown coal from the Leigh Creek mine in northern South Australia along the 250 kilometres run to the Electric Power Station at the head of Spencer Gulf at Port Augusta. Up until 1999 this operation had used trains of open wagons that were unloaded at a tippler at the power station. Both trains were loaded at Leigh Creek by backing the train on a triangle under the loading bins. When guards vans were used by ANRail there were three drop-centre guards vans (Class HL, later AVLY) for this train, with their low height enabling them to fit under the loading bins.

During 1998 the New South Wales Freight Corp gained this contract and operated a single train usually utilising approximately 150 wagons. For this train all the remaining, approximately 160, former Public Transport Commission NHKF Hopper Wagons were transferred to South Australia. The NHKF wagons were built by A Goninan and Company at Broadmeadow in Newcastle NSW during 1987-88. There were 176 wagons which were numbered 43200-43375. As well as the hopper wagons, Freight Corp transferred to South Australia Container Wagon NQDX 60098X fitted with an air compressor. This wagon was attached to the rear of the train to supply main reservoir pressure to allow the bottom doors to operate. It did not supply air to the brake pipe but used the separate main reservoir pipe of the two-pipe system.

To augment the South Australian train and to replace wagons damaged in derailments 38 NHVF and 10 NHJF were later transferred to South Australia. The NHVF were built by Vickers Ruwolt in Queensland during 1976-1977. There were 200 wagons which were numbered 35101-35300. The 38 wagons transferred were 35103, 35110, 35112-13, 35123-24, 35133, 35143, 35146-47, 35150, 35154-55, 35158-60, 35163, 35171, 35173, 35176, 35184, 35192, 35203, 35213, 35219, 35221-22, 35229, 35231, 35238, 35257, 35259, 35270, 35272, 35274, 35282, 35283 and 35285. The NHJF were from three contracts which were built by Electric Power Transmission at Port Kembla in NSW. There were 548 wagons with 300 wagons built 1982-82 numbered 42500-42799, 148 wagons

built 1983-84 numbered 42800-42897 and 42900-42949 and 100 wagons built 1985-1986 numbered 43100-43199. The ten wagons which were transferred to South Australia were from the last contract and were numbered 43119, 43124, 43142-43, 43146, 43166, 43174, 43186, 43193 and 43195. These three wagon types are 16.1 metres over body, 3.04 metres wide and 3.66 metres high.

Ownership of this train and the operation passed to Pacific National with the sale of National Rail and Freight Corp in 2000. The maintenance work on this train was provided by Clyde Engineering, later Downer Rail, who set up a small workshop about three kilometres north of Stirling North where the Leigh Creek line junctions with the east-west line to access the Power Station.

The aging Port Augusta brown coal-fired power station, the third on that site, has been replaced by renewable energy sources leading to the end of this coal train operation. Southern Shorthaul Railroad was able to purchase the wagons from Pacific National, intending to use them in coal traffic in New South Wales. As the current grain harvest has been a bumper grain crop there is the need for further grain hopper wagons to convey the harvest to port. Southern Shorthaul Railroad arranged to lease semi-permanent roofs which have been fitted to some of the wagons. The roofs have been supplied by Ecofab Australasia Pty Ltd.

Wagons with transverse hopper doors have always been easy to change between coal, stone, grain and cement traffic, mostly with only a thorough clean of the hopper body and some water-proofing of the wagon by having a tarpaulin over the wagon or the fitting of a roof. This has been able to easily occur with the NHVF wagons. However, the NHJF and NHKF wagons have longitudinal hopper doors and these wagons have required extensive modifications to the hopper doors along with additional drainage modifications to further water proof the wagons for grain traffic. These modifications were completed by SSR Lithgow Railway Workshops, Varley Engineering in Newcastle and a small quantity completed by Ainsworth Engineering in Goulburn.

As the wagons have to load under existing grain silos their maximum height has to be 3.8 metres. This has required the roof to have a very low profile.

The Ecofab wagon covers are constructed mainly from composite materials and the hatches are pneumatically operated by main reservoir air on each wagon. The covers are custom designed to suit the tight rolling stock gauge and customer requirements. Operation of the covers

Left (Page 42): BGKF 1173X in Lithgow Yard on Friday 28 July showing the low profile nature of the cover.

Right: SSR-owned 48s34 was regularly used as a shunting unit at Eskbank Lithgow, and is seen here on Wednesday 26 April on a rake of BGKF hoppers, with the first one awaiting a cover to be fitted.

Below right: Completed BGKF 1123Y with grain door modifications and Ecofab cover fitted, sitting at Eskbank, Lithgow on Wednesday 26 April.

Below: SSR is regularly running grain trains into the Port of Newcastle and Port of Melbourne with more than 50 wagons in tow, equating to a train payload of more than 3000 tonnes of grain per service. Here a rake of BGKF wagons are preparing to unload at the Newcastle Agri-Terminal on Wednesday 14 June.

All photographs by Chris Jones



is via push button controls positioned on either side of the wagon. Once the cover is open, there is a full-length loading slot available for operators to load the wagon. Particular attention has been applied to the design of the covers to prevent ingress of water. The fibreglass panels were manufactured off site and transported to Lithgow for complete assembly and installation on the wagons. The covers first entered service in March 2017.

The wagons in Grain traffic will have a tare mass of 26 tonnes and will carry 66 tonnes. This year Southern Shorthaul Railroad is operating six grain trains. As well as loading from grain silos these grain trains will also load from temporary loading places. The mobile equipment for this operation is carried on two semi-trailer road vehicles and set up at the loading site. The arrangement is set up with two low trays at 90 degrees to the track with a conveyer belt system along the trays and up a ramp to the top of the wagons. Two road trucks can back up to the tray one on each side to unload onto the conveyer belt. The train is slowly brought forward past the conveyor system to load the wagons.

Grain-carrying NHKF wagons have been recoded to BGKF, and renumbered into the 1100 series to align with SSR's wagon numbering standards. The first 64 BGKF wagons are allocated to the Newcastle region, with the next 58 BGKF wagons allocated to Victoria and the Riverina.

This article has used information supplied by Southern Shorthaul Railroad and Ecofab.

Gauge mm	Qty	Class	Description	Builder/Location	Apr 17	May 17	Jun 17	Total
LOCOMOTIVES								
Pacific National								
1067	3	PH	PH37AC 2600 kW Locomotives 001-003	UGL Rail Broadmeadow	-	-	-	-
Aurizon								
1435	2	6020	C44ACi 3246kW Locomotives 6041-6042	UGL Rail Broadmeadow	1	1	-	2
Progress Rail								
1435	3		GT46C-ACe Phase II 3200 kW locomotives	Muncie USA	-	-	-	-
Rio Tinto								
1435	5		ES44ACi 3280 kW locomotives #9115-9119	GE Erie PA USA	Completed			5
1435	9		ES44ACi 3280 kW locomotives #9120-9128	GE Erie PA USA	-	-	-	-
Watco								
1067	2	D	G26C 1490 kW Locomotives 2020-2021 ex Tasrail	Overhaul at BRM Bendigo	-	-	-	-
INTERCITY PASSENGER CARS								
Great Southern Railway								
1435	3	ARJ	Refurbish cpts and rebuild Shower cpt, now 16 Roomette berths #242	UGL	No Advice			3
1435	4	BRJ	Crew Cars rebuild Shower cpt, now 14 berths #270,302 (?)	UGL	Completed			4
QueenslandRail								
1067	2		Refurbish two six-car EMU Tilt Trains Sets 301/2 and 303/4	Downer - Rail Division Qld	1	-	-	2
INTERURBAN PASSENGER CARS								
Rail Connect (NSW TrainLink)								
1435	222	OD	Double Deck Interurban EMU Driving Trailer Cars	Hyundai Rotem ROK - UGL Rail	-	-	-	-
1435	111	ON	Double Deck Interurban EMU Intermediate Motor Cars	Hyundai Rotem ROK - UGL Rail	-	-	-	-
1435	111	ONL	Double Deck Interurban EMU Intermediate Motor Cars (PWD tilt)	Hyundai Rotem ROK - UGL Rail	-	-	-	-
1435	34	ONL	Double Deck Interurban EMU Intermediate Motor Cars (tilt)	Hyundai Rotem ROK - UGL Rail	-	-	-	-
1435	34	OT	Double Deck Interurban EMU Trailer Cars	Hyundai Rotem ROK - UGL Rail	-	-	-	-
V/Line								
1600	14	DM(D)	V'locity DMU (a/c) # 1160-1175	Bombardier Transportation Vic	-	1	-	7
1600	14	TM	V'locity DMU (a/c) # 1360-1375	Bombardier Transportation Vic	-	1	-	7
1600	14	DM	V'locity DMU (a/c) # 1260-1275	Bombardier Transportation Vic	-	1	-	7
1600	13	DM(D)	V'locity DMU (a/c) # 1176-1188	Bombardier Transportation Vic	-	-	-	-
1600	13	TM	V'locity DMU (a/c) # 1376-1388	Bombardier Transportation Vic	-	-	-	-
1600	13	DM	V'locity DMU (a/c) # 1276-1288	Bombardier Transportation Vic	-	-	-	-
SUBURBAN PASSENGER CARS								
Adelaide Metro								
1435	3	J	Citadis 302 Trams (five unit) #207-209 (ex Madrid)	Alstom France (ex ML Madrid, built 2010)	-	-	-	-
QueenslandRail								
1067	75	DMA	MU Driving Motor Car #3701-3775	Bombardier Savli, India	-	-	-	-
1067	75	DMB	MU Driving Motor Car #8701-8775	Bombardier Savli, India	-	-	-	-
1067	75	MA	MU Intermediate Motor Car #5701-5775	Bombardier Savli, India	-	-	-	-
1067	75	MB	MU Intermediate Motor Car with toilet #6701-6775	Bombardier Savli, India	-	-	-	-
1067	75	TA	MU Trailer Car (Pantograph) #4701-4775	Bombardier Savli, India	-	-	-	-
1067	75	TB	MU Trailer Car (Pantograph) #7701-7775	Bombardier Savli, India	-	-	-	-
Canberra Metro								
1435	14		Urbos 3 Trams	Construcciones y Auxillar Ferrocarriles, Spain	-	-	-	-
GoldlinQ Gold Coast Rapid Transit								
1435	4		Flexity 2 Trams #015-019	Bombardier Transportation, Germany	-	-	-	-
KDR Yarra Trams (PTV)								
1435	30	E2	Flexity Swift Trams # 6051-6080	Bombardier Transportation Vic	-	-	2	2
1435	2	W8	Rebuilt W6 Trams #981, 983	Bendigo Tramway Workshop	-	-	-	-
Metro Trains Melbourne (PTV)								
1600	20	M	EMU X'trapolis Driving Motor (a/c) #213-232	Alstom Ltd (Poland - Ballarat Vic)	-	-	-	8
1600	10	T	EMU X'trapolis Trailer (a/c) #1407-1416	Alstom Ltd (Poland - Ballarat Vic)	-	-	-	4
1600	20	M	EMU X'trapolis Driving Motor (a/c) #233-252	Alstom Ltd (Poland - Ballarat Vic)	-	-	-	-
1600	10	T	EMU X'trapolis Trailer (a/c) #1417-1426	Alstom Ltd (Poland - Ballarat Vic)	-	-	-	-
1600	36	M	EMU X'trapolis Driving Motor (a/c) #253-288	Alstom Ltd (Poland - Ballarat Vic)	-	-	-	-
1600	18	T	EMU X'trapolis Trailer (a/c) #1427-1444	Alstom Ltd (Poland - Ballarat Vic)	-	-	-	-
Evolution Rail (PTV)								
1600	65		EMU Seven-Car Trains	Downer Rail - CRRC PRC	-	-	-	-
PTA Transperth								
1067	15	BEA	EMU Driving motor cars (a/c) # 4095-4099, 4100-4109	Downer- Rail Division -Bombardier JV Qld	-	-	-	14
1067	15	BEB	EMU Driving motor car (a/c) # 5095-5099, 5100-5109	Downer- Rail Division -Bombardier JV Qld	-	-	-	14
1067	15	BET	EMU Trailer car (a/c) # 6095-6099,6100-6109	Downer- Rail Division -Bombardier JV Qld	-	-	-	14
1067	10	BEA	EMU Driving motor cars (a/c) # 4117-4126	Downer- Rail Division -Bombardier JV Qld	-	-	-	-
1067	10	BEB	EMU Driving motor car (a/c) # 5117-5126	Downer- Rail Division -Bombardier JV Qld	-	-	-	-
1067	10	BET	EMU Trailer car (a/c) # 6117-6126	Downer- Rail Division -Bombardier JV Qld	-	-	-	-

Gauge mm	Qty	Class	Description	Builder/Location	Apr 17	May 17	Jun 17	Total
SUBURBAN PASSENGER CARS (continued)								
Sydney Trains (Transport for NSW)								
1435	96	N	EMU Motor Car (a/c) #1601-1624,1701-1724,1801-1824,1901-1924	Hitachi-CRRC CNR Changchun RSW PRC	-	-	-	-
1435	48	T	EMU Trailer Car (a/c) #1301-1324,1401-1424	Hitachi-CRRC CNR Changchun RSW PRC	-	-	-	-
1435	48	D	EMU Driving Trailer (a/c) #1101-1124,1201-1224	Hitachi-CRRC CNR Changchun RSW PRC	-	-	-	-
Sydney Metro (Transport for NSW)								
1435	44	DTC	Terminal trailers for driverless Metropolis EMU #0101-2201, 0102-2202	Alstom Sri City Andhra Pradesh India	-	-	-	-
1435	44	MPC	Inter pantograph motor cars for Metropolis EMU 0103-2203, 0104-2204	Alstom Sri City Andhra Pradesh India	-	-	-	-
1435	44	MC	Intermediate motor cars for Metropolis EMU #0105-2205, 0106-2206	Alstom Sri City Andhra Pradesh India	-	-	-	-
South East Light Rail (Transport for NSW)								
1435	60		Citadis X05 Trams #2125-2184	Alstom La Rochelle France	-	-	-	-
Newcastle Light Rail								
1435	6		Urbos 3 Trams	Construcciones y Auxillar Ferrocarriles, Spain	-	-	-	-
FREIGHT WAGONS								
Aurizon								
1435	78	QHCH	Coal Hopper Wagons	CRRC CSR PRC		Completed		78
1435	78	QHCH	Coal Hopper Wagons	CRRC CSR PRC		Completed		78
1067	130	AQYY	2 TEU Container Wagon			Completed		130
1435	130	AQIY	2 TEU Container Wagon	Bradken PRC		Completed		130
BHP Iron Ore								
1435	680	-	140 tonne capacity Iron Ore Wagons 10221 - 10900	CRRC CNR PRC		Completed		680
Bradken								
1435	28	KQYY	2 TEU Container Wagons 0001 -0028	Bradken PRC		Completed		28
Freightliner								
1435	41	PGSY	Grain Hopper Wagons #02001-02026	CIMC – South Huiton, PRC		No Advice		-
Rio Tinto								
1435	560	-	140 tonne capacity Iron Ore Wagons 30901/35901 to 31180/36180	CRRC CNR PRC		Completed		580
Wilmar Sugar Australia Limited								
1067	-	-	Sugar Hopper Wagons	CRRC CSR PRC	-	-	-	-
RUNNING GEAR AND ANCILLARY EQUIPMENT								
Downer - Rail Division – Bombardier								
1067	18	-	Five-year contract for TransWA EMU Bogies and Wheelset Maintenance	GEMCO Rail WA		Ongoing		
John Holland								
1435	10	-	Rail Guidance System for 10 Trucks	HMA Techniplan Qld	-	-	-	-
PTA Transperth								
1435		-	Three-year contract for DMU Prospector Bogies overhaul	GEMCO Rail WA		Ongoing		
Queensland Rail								
1067	104	-	Overhaul Motor Bogies on EMU Sets	Downer- Rail Division Qld	6	6	6	104
1067	86	-	Overhaul Trailer Bogies on EMU Sets	Downer- Rail Division Qld	6	6	6	86
1067	77	-	Overhaul Motor Bogies on SMU 200 Sets	Downer- Rail Division Qld	11	-	-	52
1067	11	-	Overhaul Trailer Bogies on SMU 200 Sets	Downer- Rail Division Qld	-	-	3	14
1067	52	-	Overhaul Motor Bogies on SMU 200 Sets	Downer- Rail Division Qld	-	-	-	-
1067	26	-	Overhaul Trailer Bogies on SMU 200 Sets	Downer- Rail Division Qld	-	-	-	-
1067	26	-	Overhaul Motor Bogies on SMU 220 Sets	Downer- Rail Division Qld	-	-	-	-
1067	12	-	Overhaul Trailer Bogies on SMU 220 Sets	Downer- Rail Division Qld	-	-	-	4
1067	12	-	Overhaul Motor Bogies on IMU 100 Sets	Downer- Rail Division Qld	1	-	-	2
1067	6	-	Overhaul Trailer Bogies on IMU 100 Sets	Downer- Rail Division Qld	-	-	-	-
1067	20	-	Overhaul Motor Bogies on IMU 120 Sets	Downer- Rail Division Qld	-	-	-	-
1067	10	-	Overhaul Trailer Bogies on IMU 120 Sets	Downer- Rail Division Qld	-	-	-	-
1067	19	IMU160/SMU260	Miscellaneous Pneumatic Equipment Overhaul - 16 Sets + 3 Spares	Downer- Rail Division Qld	3	1	2	13
1067	19	160-260	Inverter Cooling Unit Overhaul - 16 Car Sets + 3 Spares	Downer- Rail Division Qld	2	-	2	20
1067	33	L	Overhaul Wheelset L series Car	Downer- Rail Division Qld		Completed		33
1067	55		Overhaul Wheelset Cairns- Kuranda Cars	Downer- Rail Division Qld	1	-	-	10
Ski Tube								
1435	11	-	Refurbish control and monitoring facilities	Stadler Switzerland		Ongoing		
Southern Shorthaul Railroad								
1435	64	BGKF	Fit roofs and loading hatches for grain traffic (former PN NHKF)1101-1164	Ecofab (Roofs fitted Lithgow)		Completed		-
1435	58	BGKF	Fit roofs and loading hatches for grain traffic (former PN NHKF)1165-1222	Ecofab (Roofs fitted Lithgow)	-	-	-	-
1435	38	BGVF	Fit roofs and loading hatches for grain traffic (former PN NHVF)1301-1338	Ecofab (Roofs fitted Lithgow)	-	-	-	-
1435	10	BGKF	Fit roofs and loading hatches for grain traffic (former PN NHKF)1223-1232	Ecofab (Roofs fitted Lithgow)	-	-	-	-

Gauge mm	Qty	Class	Description	Builder/Location	Apr 17	May 17	Jun 17	Total
TRACK MAINTENANCE EQUIPMENT								
Aurizon Infrastructure Services Group								
1435	1	SLM	Track Layer #4	Aurizon Workshops Redbank Qld	No advice			-
1067	2	MMA	Refurbish Ballast Tamper Mk III #49	QR Workshops Maryborough Qld	No advice			-
1067	2		Gen III Scissor Lift ENP	HMA Techniplan Qld	Completed			2
1067	1	MMY	Ballast Cleaner RM 802 #520	Plasser Australia NSW	No advice			-
1067	1	MMY	Ballast Cleaner Unit FRM 802	Plasser Australia NSW	No advice			-
1067	1	MMY	Ballast Cleaner Hopper Wagons (MFS 40)	Plasser Australia NSW	No advice			-
1067	1		Isuzu RRV	HMA Techniplan Qld	-	-	-	-
ENSCO Inc.								
1435	1		Track Geometry Vehicle	Harsco Rail Brendale Qld	No advice			-
John Holland								
Dual	20	JHAY	Ballast Hopper Wagons #00001-00020	CIMC – Tonglingshenwang PRC	Completed			20
KDR Yarra Trams								
1435	2		ACM 105SP Hi-rail Overhead Wiring vehicle	Aust Crane & Machine Vic	No advice			-
MacMahon Rail								
1435	1		VMACAR K 355 Flash Butt Welder	VMACAR Italy	No advice			-
Queensland Rail								
1067	2		Refurbish TR-10 Sleeper Inserter/Extractor	Harsco Rail Brendale Qld	No advice			-
1067	1	MMY	Track Recorder Vehicle VMB 2214 #	Geismer GEMCO WA (Donelli)	-	-	-	-
1067	6	MMD	Two vehicle Track trolley set LEM 101-106, PEM 201-206	Engenco GEMCO WA	-	6	-	6
1067	11		Hi Rail Excavators	HMA Techniplan Qld	-	-	-	-
PTA Transperth								
1067	1		Track Recording Car	Mermec Italy	-	-	-	-
Sydney Trains								
1435		-	One-year contract for supply of Tamping tools.	Engenco WA	Ongoing			-
1435	4	-	Hirail Overhead Wiring vehicles	France	No advice			-
1435	2	NDZF	Track Carrier Wagon # 40051-40052	Bluebird Rail Operations SA	No advice			-

E&OE



On Tuesday 18 July, SSR's Clyde/EMD unit C507 leads a veteran quintet including S317, 442s5, C506 and C505 downgrade through Lochinvar with a loaded rake of ex-Leigh Creek coal wagons converted for grain haulage (see article on pages 42-43). Peter Reading



Above: 1902-vintage Beyer Peacock 2-6-0 C22 is seen operating the second shuttle run of the day at the Tasmanian Transport Museum, Glenorchy, with carriages AAL10 and SP4, on Sunday 18 June. SP4 was built in 1934 as a steam-powered railmotor, but with that role usurped by DP Class diesel railcars, it was converted to a composite coach with guards compartment in 1950. Rowan Kinnane
Below: A 707 Operations tour at Caroline Springs Station, on the Regional Rail Link, on Sunday 16 July with 1951 English Electric 0-6-0DE F208 top-and-tailing with 1951 North British 4-6-4 R707. This was the first heritage trip to terminate at Caroline Springs and F208's first mainline run in a long time. The infrequently-used Boral Deer Park quarry siding is in the foreground. James Chuang





Ghosts of The Great Northern

Text and images by Chris Walters

Directed by flood waters cutting off alternate inland routes further south, I took my family west from Lennox Head in early April. As a consequence of this improvised navigation, we spent a night in Tenterfield and I made the most of the unplanned opportunity to take my first, long, lingering look at this furthest extent of the original NSW Great Northern Railway.

Far more knowledgeable writers than I have already told the story many times, so for the benefit of readers, I'll stick to a brief scene-setter: the original Great Northern Railway from Newcastle (later linked to Strathfield/Sydney) reached Tenterfield with the opening of the section from Glen Innes on September 1st, 1886. Argy bargy with the Queensland Government over where the break-of-gauge would fall was fought, and eventually the NSW Government relented and pushed the Great Northern Railway another 19 kilometres northwards to meet the narrow-gauge Southern Line at Wallangarra (actually a twin town

with Jennings on the southern side of the divide). Until the North Coast Line was completed to the east in 1932, this railway was the primary route between Sydney and Brisbane. The 1,067mm line is still used occasionally, and these days exclusively, by the Southern Downs Steam Railway with steam trains running down every once in a while, from Warwick.

However, the NSW Great Northern Railway closed north of Tenterfield following an Australian Railway Historical Society tour operated by Goodwin/ALCo diesel locomotive 4487 on 15 January, 1988. Less than two years later, another tour train brought down the curtain on operations north of Glen Innes when the NSW Rail Transport Museum's 4-6-0 steam engine 3001 visited Tenterfield on 22 October, 1989. Today the line north of Armidale is effectively closed, and has been since 1992. The proposed Inland Railway will pass west of this historic corridor, and given the state of much of the remaining infrastructure, notably the bridges, a resurrection of this line is not likely.



Above: The rapidly decaying railway bridge over the Tenterfield Creek at Sunnyside, near the 784 kilometre post, roughly halfway between Tenterfield and Wallangarra. This scene dates from Wednesday morning, 5 April. **Left:** The Tenterfield Railway Museum possesses a couple of vivid reminders of when rail was used to carry more than just rocks, seeds, containers and passengers.



Above: A feature exhibit at the Tenterfield Railway Museum is mismatched 620/720 Class pair 622/727, seen here in the station platform on Tuesday 4 April.

Below: The Vulcan Ironworks-built 0-4-0ST Emu Plains Gravel No.1 (builder's number 2289 of 1914) may have little connection to Tenterfield, but it does make a fine sight and offers visiting kids a steam locomotive exhibit to get excited about.





Above: Tenterfield offered a litany of rail travel destinations, as indicated by the museum's ticket collection.

Below: Famously, the station building at Wallangarra exhibits Queensland Government Railways architecture on one side and NSW Railways styling on the other. This shot features the awning design on the NSW side, today only visited by foot traffic.

Below right: A lot of history has passed in front of this station sign. To the left of it, 1067mm-gauge trains once ran to Toowoomba and Brisbane, while to the right of it 1435mm gauge trains once ran to Newcastle and Sydney.

Page 51 above: The Queensland Rail side of Wallangarra Station as seen from literally only a few metres north of the NSW/Queensland border, Tuesday 4 April.

Page 51 below: The goods shed and transshipping area at Wallangarra, technically over the border in the NSW town of Jennings. The state border is a few metres behind (north of) the photographer here.





Which is not to say the area is without interest. First stop for our small band of explorers was the railway museum based out of the former Tenterfield Railway Station, which for a handful of coins, has got to be one of the best little railway museums I've ever visited. My partner Claire and six-month old daughter also had a ball, and the museum commands a small, yet impressive collection of rolling stock, all of it in fine condition, as well as a well-balanced display of photos, posters, relics and infrastructure. From here, we were sufficiently inspired to drive up to Wallangarra for a late afternoon look, and while the café in the heritage listed station was closed, there was enough interest to merit a walking tour of the precinct. It's not a leap of imagination to conjure images of what this literal border station – for the border actually cuts across the platform! – must have been in like in its early 20th Century

heyday, before the North Coast Line robbed this route of its strategic importance.

However, perhaps the most interesting ghost of this once vital rail link is at neither Tenterfield or Wallangarra, but at Sunnyside – around halfway between the towns. Here are vague remnants of a station platform, but more spectacularly, the wooden bridge over Tenterfield Creek. This must have been an impressive structure when new, but even more so now as various portions are in a literal state of collapse. The whole thing is steadily becoming a piece of abstract art. I would not recommend walking across it, but it's a fine sight from the adjacent highway.

If you're driving between NSW and Queensland and feel like diving into a local story for a few hours, there's a lot to see in this region. I really must come up here when the steam train runs!





Mount Gambier Railway Lands

John Scott

Mount Gambier started its fascination and dependence on railways as early as 1879 when an isolated narrow gauge line opened from Beachport, 85 km to the north west. In 1887 a junction was created at the western end of town when the railway continued north to the South Australian Railways system at Naracoorte. The Victorian Railways opened a broad gauge link to the town from Heywood, 91 km distant to the east, in 1917. The break-of-gauge station was eliminated in 1956 when the SAR's narrow gauge line was converted to broad gauge, resulting in the simplification and consolidation of the significant railway infrastructure in the town.

At the height of services, Mount Gambier Station, including the original locomotive servicing facilities and 'Old Yard', occupied a 500 metre long stretch of land between what is now known as Bay Road and Wehl Street, to the south of the main street. Beyond this to the west, the railways occupied a further two kilometre stretch of land to the junction (beyond White Avenue), which consisted of extensive railway sidings servicing industry, the 'New Yard', the new Mount Gambier Locomotive Depot, plus Junction Storage Yard around the cattle yards.

In 1995, the Melbourne-Adelaide mainline and the Ararat-Portland line in Victoria were converted to standard gauge, although the Heywood-Mount Gambier-Wolseley line was not. Isolated from the remainder of the system, the railway was closed on 12 April 1995.

The Limestone Coast Railway was granted permission to operate tourist trains out of Mount Gambier to both Penola and Tantanoola from 1998. However, these ceased in 2006 due to insurance issues.

Following the termination of all services, the railway lands soon deteriorated and became a run down and overgrown corridor through the centre of town. Although the lands were gifted to the Mount Gambier Council and community in 2004, no immediate plans were forthcoming owing to the priority of other local projects. However, development was always the goal.

In the resulting years, the station yard itself attracted much community attention and debate, with ideas ranging from full commercial development to 100% open parklands. During the late 2000s, community consultations, workshops and information sessions refined various concepts for the vacant land, with most parties agreeing that a community space would be preferable.

At the end of 2011, graphic concepts of the future Railway Lands precinct were released, with the images focusing on four main themes: performing arts, youth recreation, a city market-place and water features. Architect Michael Silvy and designer Darryl Morgan were instrumental in the design. Like most railways corridors, however, a stipulation of the project was that the railway easement must remain in place in case of future railway activity, despite the possibility of return being unlikely.



Above: The railway corridor looking west towards the former broad-gauge locomotive depot. John Scott
Left: Looking across the 85ft electrically-operated turntable at the remains of the 10-bay roundhouse, built in 1953. John Scott

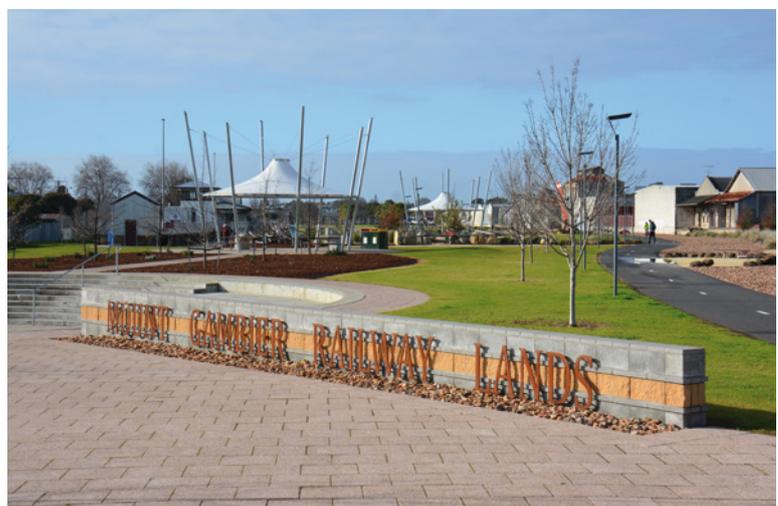
Bolstered by a \$1 million grant from the South Australian Government, council commenced remediation of the station site in 2013. This involved the removal of most of the existing features, excluding the passenger platform and buildings, and the excavation and removal of contaminated soils.

By 2014, construction in the new space had commenced. Two large ponds were excavated in the south western portion of the former station yard to reflect an urban wetland environment. The heritage industrial buildings along the southern boundary of the Site were cleaned up and retained. The passenger facilities were also largely retained: the former signal box was converted into public toilets and general maintenance was completed to the station building (although this building was never intended for public access). Ramps and stairs were added to the passenger platform and a hole was cut through this feature (immediately adjacent the signal box) to allow pedestrians direct access from Elizabeth Street into the precinct. Following this, general landscaping occurred, along with the installation of playground equipment, footpaths and seating areas. Rotary Club of Mount Gambier West members planted hundreds of native plant species around the site.

The official opening of the Mount Gambier Railway Lands took place on Sunday 15 November 2015. The redevelopment of the 4400 m² space cost \$2.3 million.

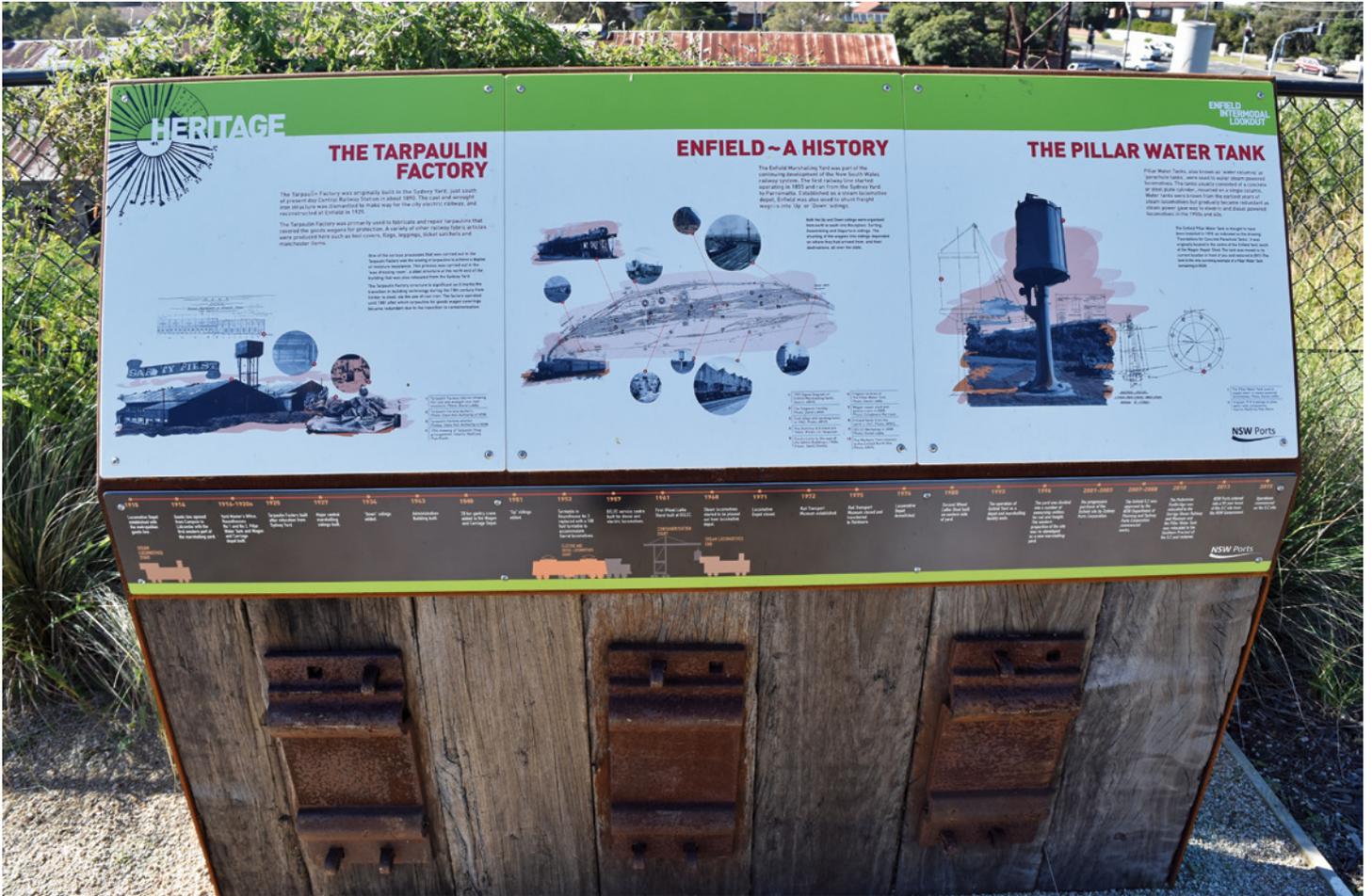
This however was not the end. Following the official opening, council engaged local artists to contribute to the site. The railway lands feature two major artwork sculptures; specifically 'Signalling Change' (designed by artists Trevor Wren and Dani McLean) which is located directly south of the passenger platform, and 'Tracks' (designed by Karl Meyer), located on the corner of Railway Terrace and Bay Road. Murals were also installed by local artists Ben Brumby and Diana Wiseman.

As a post script, council completed its refurbishment of the railway corridor through the township in the second half of 2016. The railway corridor between White Avenue and Pick Avenue, a distance of 3.1 km, was cleaned up and converted into a combined walking/riding track. Former infrastructure was not removed along the route, with asphalt being laid directly over remnant track work



Above: Infrastructure along the railway corridor has primarily been retained, as seen here on Friday 7 July. The departure signal at Ferrers Street has been preserved adjacent to the walking track. Brad Eccles
Top right: The former station platform, with the 'Signalling Change' sculptures visible in the background. John Scott
Above right: An overall view of the station precinct. John Scott
Right: A path along the former right-of-way leads past the elevated platform, signal box and station building. John Scott





The Enfield Intermodal Lookout

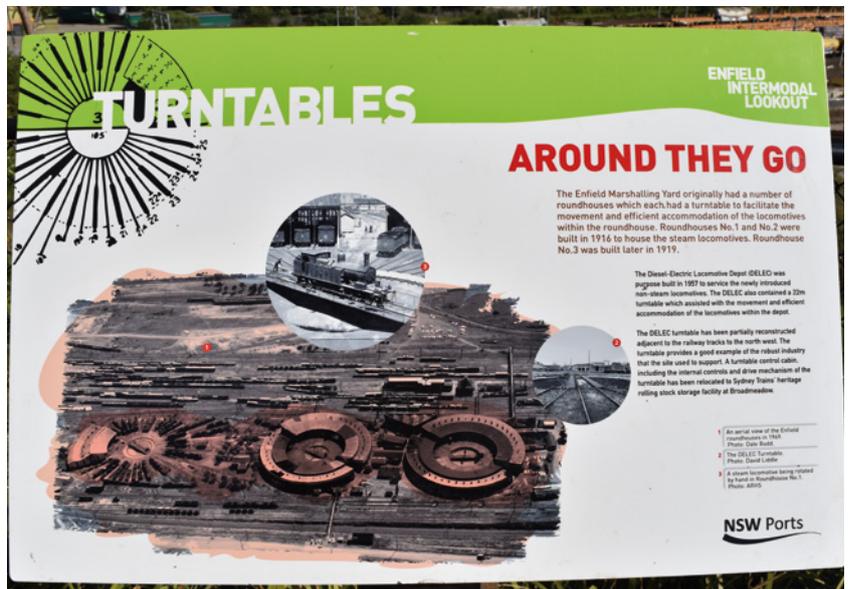
Just off Cosgrove Road, Enfield, adjacent to the Tarpaulin Factory, NSW Ports, the current owner of the Enfield Intermodal Terminal, have built a lookout, using land fill sourced from earthworks within the site, which rises some distance above the surrounding area to allow visitors to realize the vastness and history of the facility. The terminal has an abundance of both, and as a person who first visited the former steam depot and yard in December 1967, it was then and still is a huge area that both fascinates and amazes anybody with any interest in railways. However, the Lookout is set-up to educate casual visitors to the area as to the complex and unique history of the terminal and the surrounding

area. It also explains the history of the Tarpaulin Factory, the Pillar or Parachute water tanks, the history and development of the locomotive depot and its roundhouses and also DELEC, which is more familiar to younger people.

All the history of the whole area is explained using illustrated storyboards, with photographs, maps and graphics, supplied by original sources, with the ARHS_{nsw} Railway Resource Centre being a major contributor. Limited parking is available on-site or on adjoining streets. The facility is also set-up as a refuge for local wildlife, principally frogs and bird species. *Shane O'Neil*



Above: Some of the Sydney Ports signage at the Enfield Intermodal Lookout, seen on Tuesday 4 July.
Left: The Tarpaulin Factory.



Top: The relocated Delec 75ft (22.86m) turntable, set up adjacent to Enfield Intermodal Yard, seen on Tuesday 4 July.

Above: Around they Go – the Roundhouse story.

Left: Although missing its jib, the Pillar Tank (or ‘Parachute Tank’) is an important relic of the steam era at Enfield. Examples of these, built in concrete or steel, could once be found at Moss Vale, Maitland, Toronto, Meeks Road, Valley Heights, and many other locations around NSW. This is now the only survivor.

All images: Shane O’Neil



Above: Steamrail's R761 and R711 power upgrade into Morwell, Victoria with the first Snow Train, bound for Traralgon on Saturday afternoon 29 July. Most passengers from Melbourne left the train at Moe to travel to either Mt Baw Baw of Walhalla for local sightseeing and a train ride on the Walhalla Goldfields Railway. Some passengers from Melbourne remained on the train and they were joined by at least 100 locals from Moe who joined the train for the run to Traralgon and return. Shawn Stutsel

Right: Goulburn Roundhouse Rail Heritage Centre held an open day on Saturday 5 August, and newly-restored 1883 Vulcan Foundry 0-6-OT 1076 (nee 1804) was on display in steam. 1076 worked as the Goulburn roundhouse shunter in the early 1960s (see March 2016 RD, page 54). Peter Clark



Plea for government support to keep Ida Bay Railway on track

The operator of the historic Ida Bay Railway, in far south Tasmania, has appealed for state government support to keep it operational. (The Ida Bay Railway is a 7-kilometre narrow-gauge heritage tramway located 105 kilometres south of Hobart.)

Ida Bay Railway leaseholder Meg Thornton said the bush tramway, in Tasmania's south, could be a premier tourist experience if it received more State Government funding. "They don't realise how unique it is," she said. "I'm on a quest for its survival."

Mrs Thornton said she could not afford to keep sinking her own money into the Lune River experience, which is in constant need of repair.

The tramway was opened in 1919 to cart limestone from a quarry near Lune River to a jetty at Ida Bay. The State Government bought the line in 1977 when the limestone quarry closed, and leased it out to private operators as a tourist attraction. This year marks 40 years since the line became a tourist and heritage railway.

Ms Thornton, who took the reins in 2004, said that because the site was owned by the State Government and managed by

Tasmania Parks and Wildlife Services, they should be doing more for maintenance. "I've had to put hundreds of thousands of dollars into this to get it up to scratch," she said.

While the Government has funded upkeep of the operation over the years, Ms Thornton said it had not been enough.

A Government spokesman said under the commercial lease agreement that Ms Thornton has, the Crown retains ownership of the fixed infrastructure, but the lessee was responsible for all maintenance, including the tracks.

Ms Thornton, 78, is trying to sell the operation but is open with potential buyers about the costs involved. She said about 10,000 people were visiting the rail line every year — half Tasmanians and the rest tourists.

The Tasmanian Government recently approved a new 30-year lease to support Ms Thornton with the long-term viability of the business.

For more information on the Ida Bay Railway visit: <http://www.idabayrailway.com.au/>

Council withdraws funding for rail-side trail feasibility study

A rail-side trail between Mittagong and Picton appears unlikely after funding for a feasibility study for the project was withdrawn.

On Wednesday 26 July Wingecarribee Shire councillors voted seven to two in favour of a rescission motion, which revoked \$25,000 previously allocated towards the Rail-Side Project Feasibility Study. The proposed project would construct a shared walking and bike track along the partially disused Picton – Mittagong Loop Line. The pathway would not interfere with the continued running of heritage trains along part of the line, from the NSW Rail Museum at Thirlmere. (Wingecarribee Shire is located in the NSW Southern Highlands, approximately 110 kilometres southwest of the Sydney CBD. The main towns in the local government area are Bowral and Moss Vale.)

Two weeks earlier, on Wednesday 12 July, councillors voted in favour of funding, stating the rail-side trail was an economic development project. However, at that time it was acknowledged for the study to go ahead, it would also require matching funding from the neighbouring Wollondilly Council.

While most Wingecarribee Shire councillors supported the concept of the project, they believed the issue of funds for a feasibility study should be discussed at the time of the next quarterly budget review.

Speaking in favour of withdrawing the allocated funds Councillor Peter Nelson said that \$25,000 was a lot of money to spend for a project that may never go ahead.

Cr Duncan Gair said the project had merit but he believed Southern Highlands residents had other priorities.

"We went to community and said what do you want us to fight for? Roads, drainage and open spaces, they were the three main priorities," he said.

Despite overwhelming support for the rescission motion, councillors Larry Whipper and Ian Scandrett (who put forward the original proposal) argued the decision to fund the study should stand. They said that it could be a great tourism opportunity for the Highlands, providing better connectivity between the northern villages of the shire.

"Connectivity of the northern villages is a very real issue," Cr Whipper said. "It's \$25,000. It's an investment. If Wollondilly don't come and match it, this is not going to go anywhere anyway."

Cr Nelson said if Cr Scandrett brought the motion back later in the year with letters of support from Wollondilly Council and the Economic Development Committee, and a favourable report from staff, he would support it.

Call to form Northern Tablelands rail trail advisory committee

Glen Innes Severn Council has invited interested community members to be part of a new committee that will consider the possibility of a rail trail project through the Local Government Area (LGA).

Glen Innes Severn Council Mayor Steve Toms said that Council would like to engage with interested community members to form a regional committee that would work in partnership with Council and New England Rail Trail Inc to assess the feasibility of the concept. "There is a need for community discussion around the cost, and economic benefit from the development of a section of a rail trail that has been identified running between Armidale and Wallangarra, a 210km journey through the Northern Tablelands," Cr Toms said.

The Council's Director of Development, Planning and Regulatory

Services, Graham Price, noted that there are currently more than 100 rail trails in Australia. "A recent study of the Murray to the Mountains Rail Trail in Victoria showed that on average, the trail is bringing \$483 a day into those local economies for every visitor using the trail."

Manager of Tourism and Events, Peter Teschner commented that the State Government's Regional Growth Environment and Tourism Fund has \$100 million a year for three (3) years available for such projects.

"A community advisory committee is needed to bring a regional perspective to the issue and determine if it is a realistic goal for a possible funding application," Mr Teschner said.

Nominations for the new committee were accepted at a public meeting held on Tuesday 15 August.

Flashing tail lamps

Living near a rail level crossing, I am totally amazed at the number of freight trains going through that have no flashing light attached to the last wagon. Maybe the head of rail safety in Australia should start contacting rail companies or operators in regard to safety being of absolute importance.

Frank Cherry
South Lake, WA

XPT meals, Wagga to Albury service, QR

Firstly, I would like to thank RD reader DG Hinchliffe for his comments in relation to my letter regarding breakfast, such as it is, on the XPT. I must say, I find NSW TrainLink very difficult to deal with! Sure, in phone calls, they give the impression that they are listening and indeed, one can hear the person on the phone, typing comments and suggestions, and then, it would seem, nothing is done. I have two serious suggestions for NSW TrainLink. Firstly, send a senior person, perhaps the CEO, to the US, where the AMTRAK roomette sleeping berth cabins can be examined, travelled in, and discussed. Then, introduced in NSW. By roomette, I do not mean the old style roomettes that are in fact, quite acceptable

to my way of thinking, but the new version which can accommodate either one or two passengers. The second suggestion is to ensure that a simple request for a breakfast item that is on the menu, is in fact, delivered! On AMTRAK, sleeping car passengers receive FREE meals whilst passengers on the XPT from Sydney to Brisbane for example, are required to pay for their dinner!

If the XPT replacement trains are to have a sleeping car, there probably would be 16 cabins and thus up to 32 passenger, capacity. Each cabin on AMTRAK has two longitudinal berths, wardrobes and yes, even a toilet!

In answer to P Waring (RD 8/17) my suggestion is quite straightforward and reasonable. Have V/Line extend their Albury train service, to Wagga. Thus serving places such as Henty Culcairn and the Rock. An early morning departure from Wagga, returning every evening. A solution to the problem, outlined in Mr Waring's concerns.

I would like to address the festering issues of Queensland Rail, some of which are discussed in the August RD. I suggested at a meeting of QR senior staff a couple of years ago, a number of things, all of which have been ignored. In brief, the three members of the

public, including myself, all emphasized that the Brisbane Airport line was built for a train service every 15 minutes and that should happen, now! It is better to have a three-car train every 15 minutes than a six-car train every half an hour. Guards could be trained as drivers, and therefore no railway jobs would be lost, running a more frequent train service. Of course, the position of guard would be abolished, as it has been in some other states!

Much more could be said about QR, but time and space, don't allow it!

John Coyle
Bundamba, Qld

Late XPT service

An incident recently occurred that is pertinent to why segregated railways do not work. On Saturday, 5 August 2017, the NT31 Brisbane XPT, which was scheduled to depart Central at 14.41, departed 1 hour, 14 minutes late because the rostered driver became too ill to complete his shift.

Common sense would suggest that relief drivers should be on stand-by in case such an incident occurred, but not in this instance. At that point, I began to reflect on the experience of ex-enginem

Jack Sparkes about how he was elevated to the position of driver on the Melbourne Limited in his early years of an acting driver. At this moment I could have cried, I could not believe that NSW Trainlink's rostering system would be so cumbersome that no driver in the vicinity would be qualified to take the train even as far as Broadmeadow. A driver had to be brought in from about an hour away, resulting in the late running of the train.

I believe that this incident is the result of neo-liberal policies set by the current and previous Administrations.

In 1990, the Liberal Government, led by Nick Greiner as Premier and Bruce Baird as Transport Minister, carved up the State Rail Authority into CityRail, Countrylink and Freight Rail; the latter being sold to private enterprise in 2001, by then Premier Bob Carr. This has led to train crews losing their flexibility and universality.

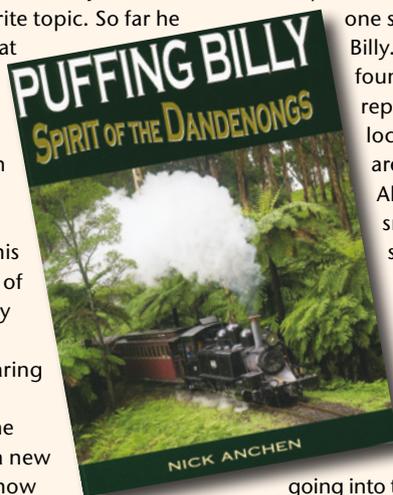
Country people do not necessarily want faster trains, they just want to know that they will arrive on-time as advertised and take them to where they are going. I fail to see how segregating the rail network has benefitted the industry,

Stephen Miller
Rutherford, NSW

Book review: *Puffing Billy Spirit of the Dandenongs*

By Nick Anchen. 108 pages, soft cover, approximately 160 photos, one map and seven drawings. Published by Sierra Publishing, Melbourne, with design and layout by the author with assistance from Jenny Lindstedt of Goanna Graphics. Printed in China. Available for \$30 plus p&p (members discount applies) at the ARHSNSW Bookshop, 67 Renwick Street, Redfern NSW 2016. www.arhsnsw.com.au/bookshop.htm

The author is a prolific author/publisher of railway titles, with railways of Victoria being a favourite topic. So far he has also produced three other books that cover the narrow gauge railways of Victoria; all of them recording in beautiful, often original never-before-seen images, the fascinating story of this unusual choice of 2ft 6in gauge, which was essentially about providing a railway service to less populated rural parts of the state at lower cost. One minor complaint this reviewer has with the publication, is repetition of photographs, with at least 13 images previously used in Nick's 2012 book, *The Narrow Gauge - Whitfield Gembrook Crowes Walhalla* also appearing in this book. This is not to the detriment of this publication, as the photos certainly enhance the story. However, for a buyer who is looking for a new book on the subject matter it is important to know before purchasing.



The publication is essentially a pictorial history of the line, though one should not think it is a complete history of Puffing Billy. It is at best a general guide as to what is to be found and seen along the line with the aid of beautifully reproduced monochrome and colour images. All the locomotives and carriages that operate along the line are well covered in this book, with fine drawings by Alan Rockett of each of the NA class and also G42. The smaller steam locomotives that do not operate regular services and the diesels that provide back-up and work trains are also covered. In addition, there are photographs and information on all the passenger and goods rolling stock that operate on the railway. Lastly, a day in the life of a PB engine crew is covered in the last section of the publication.

The book is an ideal purchase for those who want to have a potted history of the line, without going into too much detail. The full detailed history of Puffing Billy is yet to be written.

Shane O'Neil

Everything you ever wanted to know!

If the subject is Australian Railways, then the place to find out more is the ARHSnsw Railway Resource Centre. Located at 67 Renwick Street, Redfern NSW, not far from CityRail's Redfern Railway Station, the centre is open for research every Tuesday between 12.00 midday and 4.00pm, and every Saturday between 10.00am and 3.00pm (public holidays excepted).

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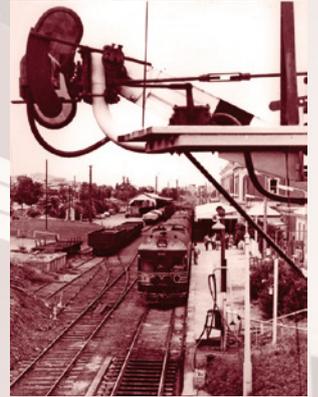
The wide range of items in the collection relate not only to the railways of New South Wales, but to all other states and territories of both Australia and New Zealand.



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The ARHSnsw Railway Resource Centre's main research facility—The Mal Park Reading Room, features an intranet index database of research material and personal service by trained volunteers. Photocopying facilities are available, and image duplication or scanning can be arranged. For railway modellers or amateur historians — the Railway Resource Centre has something for everyone.



email: resources@arhsnsw.com.au

NB: Research requests should be sent via email and are not taken over the phone

Railway Resource Centre

67 Renwick Street, Redfern, NSW 2016 — phone (02) 9699 2736

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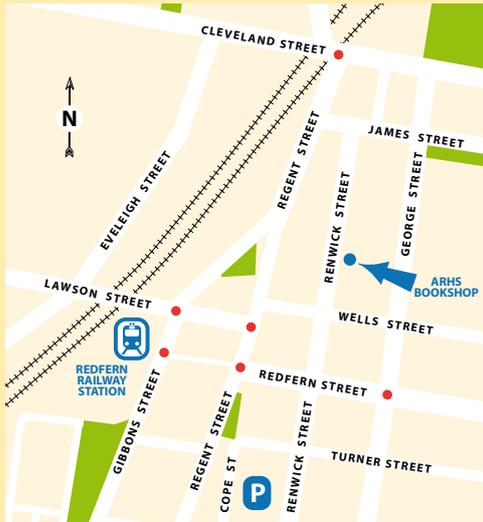
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