



KEEPING TRACK

PERMANENT WAY INSTITUTION NSW

OCTOBER 2011

Work begins on North West Rail Link

Work has begun on the North West Rail Link with geotechnical investigations being carried out along the 23km route from Rouse Hill to Epping.

With potential for up to eight new stations and 15km of tunnel, the North West Rail Link will be the biggest underground rail project ever undertaken in Sydney.

The State budget has allowed \$314m for 2001/12 with provisional funding of \$2.5b over four years. The \$314m will mostly be spent on land acquisition.

Sydney's north west sector of approximately 300,000 residents will be the beneficiaries of the project gaining rail access to Epping, Macquarie Park, Chatswood, St Leonards, North Sydney and the CBD.

The current programme for the works is as follows:

- Q2 to Q4 2011 Procurement of major service providers
- Q4 2011 Finalise project definition report including delivery strategy and outline concept design
- Q4 2011 Commence geotechnical and survey investigations
- Q2 2012 Finalise concept design
- 2012 to 2013 Finalise reference design
- 2012 to 2013 Construction procurement process

Message from the President

The Annual Convention is less than a month away and with 600 delegates expected if you haven't already done so please visit the website and register. We have some excellent presentations and high calibre award nominations to keep you engaged throughout the day. Of course the formal proceedings will be followed by the slightly less formal, but very traditional 'happy hour' which provides a great social and business networking opportunity. The post Convention Harbour Cruise is on again. See the website for all the details.

You will find some interesting news articles in this edition. The highlight is the interview with the ARTC Executive General Manager for the Hunter Valley, Alec Mackenzie. The challenges facing the Hunter Valley are perhaps paralleled across the rail industry.

I look forward to seeing you at the Annual Convention on the 28th October.

Mark Harris—President

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TECHNICAL MEETING WRAP-UP THURSDAY 25 AUGUST 2011

Sponsored by:



Allan Logan on behalf of Plasser Australia delivered an interesting and informative presentation on "The Basic Principles of Tamping." Whilst everyone working in the "perway" field knows very well what a tamping machine is and what it does, many are not aware of 'how?' and 'why?'.

The topics covered included not only the principles of tamping but also track levelling and lining. The presentation also described the preparation and planning required before scheduling machines for work and also the important considerations for the condition of ballast (quality and quantity), sleepers, rail and fastenings.

Allan's talk was well illustrated and concluded with a brief outline of the history and development of tamping machines and finished of with a video of the latest 4 sleeper 2,600 metres per hour continuous action tamping machine, which generated a lot of interest from the audience. The number of questions at the end of the presentation was indicative of the audience interest in the topic.



UPCOMING TECHNICAL MEETING THURSDAY 1 DECEMBER 2011 SYDNEY MASONIC CENTRE AT 4.30PM

Sponsored by:



The PWI will be holding their next Technical Meeting on Thursday, 1 December 2011. The meeting will commence at 4.30pm at the Sydney Masonic Centre, 66 Goulburn Street, Sydney.

The Transport Construction Authority will be making a presentation at this meeting. Further information on the presentation will be distributed by way of a Technical Meeting Flyer closer to the date.

TECHNICAL MEETINGS

1st December

4.30pm

Sydney Masonic Centre

SPECIAL EVENTS

PWI Annual Convention

28th October

Sydney Convention Centre

PWI & Rail Events 2011 Calendar <http://www.pwinsw.org.au/calendar.html>

INDUSTRY INTERVIEW
ALEC MACKENZIE—ARTC
EXECUTIVE GENERAL MANAGER HUNTER VALLEY



Can you please tell me about your new role?

The new role is Executive General Manager of Hunter Valley. This role has been created as part of the new ARTC structure which is moving towards a new business model that has two streams ; Interstate and the Hunter Valley.

My role is to consolidate the coal business as an important arm in ARTC's business model.

The role is Newcastle based.

What do you see as the major challenges in this role, particularly in the rail/ track space?

The major challenges I see going forward are;

- ensuring new and, more importantly, the existing infrastructure is of suitable quality through having the required processes and systems in place to deal with the ever increasing capacity demand (200+ million tonnes per annum – mtpa over the next few years) on this primarily heavy haul railway.
- attracting and retaining qualified staff to and in the industry

Is the coal/ heavy haulage railway a new space for ARTC?

Since we took over that coal haulage in the Hunter Valley, ARTC have always known and been aware through market projections that coal haulage capacity demand would increase. Some of the bullish projections are forecasting over 250mtpa out of Newcastle every year and ARTC recognise this is an areas we need to, and in fact we have just appointed a new team whose sole purpose is to come up the methodology that ARTC can employ in the coming years to

ensure we can meet this requirement. A key challenge is how to deliver our projects in the very small access windows that are going to be made available. It is anticipated that there will be 8min headways in the Hunter Valley in the not too distant future.

Has ARTC any history in working in the mining/ resource rail sector previously?

No. We have always been an interstate network and it was only when we moved into Hunter Valley in 2004 that we got involved in what was becoming a heavy haul railway. It is a departure for us but one that is a challenge we look forward to.

Is operating in this mining/ resource heavy haul railway space an area that ARTC will seek to expand its business into?

It is not in the ARTC business model at the moment, but the rail business is changing quicker than any of us anticipated so who knows in the future.

What are the key forward pipeline projects in the Hunter Valley?

- Maitland to Minimbah Third Rail This project is halfway through construction and is due for completion next year
- Nundah Bank – We are hopeful this project will start work next week
- Ardglen Duplication projects – This is currently at concept assessment and feasibility stage
- Holding roads at Hexham

How are ARTC dealing with the shortage of competent rail experienced resources

available to the industry?

Nothing specific. We continue to invest heavily in apprenticeships but unfortunately what we are finding, like other industries, is that once the apprentices complete their training they are taking roles in the mining and resource sector for quite hefty salaries.

ARTC are working with our Alliance partners to look at what we can offer and how we can address this issue.

As an industry we will never be able to match the salaries offered by the mining companies such as BHP Billiton etc, but what we are focusing on is providing a better quality of life offer. For example ARTC offer unlimited sick leave and cumulative carers leave. I believe that as an industry we need to find the social discriminators and focus on these as opposed to the financial discriminators.

Is this shortage of qualified resources a specific issue in the Hunter Valley?

Yes, the Hunter Valley presents a major challenge due to the number of major projects occurring in the rail and civil sectors (such as the Hunter Expressway). We are working with our Alliance partners to develop ways to address the specific issues in the Hunter Valley. I see this particular issue existing in the Hunter Valley for at least the next 2-3 years.

How can PWI assist ARTC, and others in the industry with this issue?

I think there is a number of things that we as an industry need to be looking at. Despite the so called

Renaissance of Rail there is still an attitude of people out in the industry, that might work in the industry, that rail is not the sector to be in. Rail is still not seen as a sexy employer.

I also think, at the risk of being contentious, we need to move away from the male centric heavy industry view of the world. As an example 51% of the population are not male, but as an industry about 12-15% of employees are female.

PWI and other such organisations can assist the industry by assisting in breaking down these stereotypes and by promoting diversity of employment; encouraging part-time working, increasing female employment as examples.

Are there any significant technology improvements that are making the Hunter Valley program of works more deliverable?

We are not seeing step changes in the technology although from ARTC point of view in the long term we are hoping that ATMS will be a major technology boost for us that will help us to make better use of the infrastructure we are building. We are also seeing a gradual change in the reliability of equipment coming through and not just in signalling. Such things are starting to have a positive impact.

We are also looking at track recording; we are currently doing a trial with QR where we have fitted VTI equipment instead of transducers to record real time information. This trial is running in parallel with our normal inspection regime. What this VTI equipment does is when we do get an exceedance a real time text message is sent to the track manager to say that a particular threshold has been exceeded. This is instead of waiting 3 months for an AK car to run. We see a bright future for this technology but it will take a lot more hard work; the major issue is how to deal with the masses of data produced. Regardless we are

trying the system in consultation with the independent transport regulator, who is very supportive.

We are also looking at wayside devices, rolling out more of them, for picking up rolling stocks issues before they become serious.

How would a decline in future coal export capacity demand impact ARTC's Hunter Valley programme of works?

ARTC's Hunter Valley expansion programme is based on the principal of building infrastructure to stay just ahead of the market demand. The plan is to stay slightly ahead of what the port can export. Should a slowdown in capacity requirements occur then we will slow down our investment in the infrastructure expansion programme.

Most of the industry supports the view, even considering any Carbon Tax or similar, that the capacity demand will continue to grow for the next 10-15 years.

I understand that ARTC has entered into its first contracts with coal producers for mine to port access to the Hunter Valley rail network, how do you see these being measured for success over the coming months/ years?

Our performance will be measured in two ways;

- through the Hunter Valley Coal Chain Coordinator on a regular basis via measurement of accrued losses and attributed losses
- via the regulatory obligation on ARTC under the new Hunter Valley Access Undertaking whereby we have to demonstrate to the regulator annually (at the end of each calendar year) that ARTC have met the agreements to the coal chain. There are various mechanisms for that that are to be measured through independent audits.

Is there anything else that you would like to say or add to the interview?

I believe that the concept that we are in another Golden Era of Rail, a Renaissance of Rail is accurate. There are many hurdles to this, such as the strong road lobby. I am beginning to see that other logistics operators, and more importantly the end users, are showing increased understanding of the benefits of using rail as the preferred transport mode for long distance, intermodal and bulk freight. I see this as a great opportunity.

Transport for NSW has a new division, Freight and Regional Development. How will ARTC interact with this division and what role with ARTC play in the development of a NSW specific freight plan?

ARTC will be key stakeholders with the various bodies that are being set up at state and federal level. ARTC are a key player in the logistics chain. We have been and are often involved in discussions and consultations with such divisions and we will continue to do so. As for the NSW Freight Plan, ARTC are contributing to this already.

Finally as we approach the weekend of finals football can you tell us who you see as this years champions, and who is your tip to win the Rugby World Cup.

Cats; Manly, against the grain of popular opinion of any non-Manly perspective; and the All Blacks, convincingly, although I still barrack for England.

Interview by Sam Cook

PWI UPCOMING EVENTS

PWI ANNUAL CONVENTION 2011 SYDNEY CONVENTION CENTRE 28th OCTOBER 2011



The Convention will be held on **Friday, 28 October 2011** at the Sydney Convention Centre, Darling Harbour. **This years theme is:**

“Get Smart”

Our industry thrives on innovation and efficiency, but to ensure a commitment to ongoing investment in railways, costs need to be driven down on the one hand, but at the same time driving further improvements in safety and quality.

We do this by working smarter not harder.

Key Speakers at this year's Convention include:

“Keynote Address” Chris Lock—Transport for New South Wales

“Smart Solutions for the Southern Sydney Freight Line” Andrew Addinall and Tania Page—ARTC

“Smart Asset Management” David Spiteri—RailCorp

“Track – the Electrical Asset” Geoff Walker— Transport Construction Authority

“South-West Rail Link” Andy Charlesworth—John Holland Group

“Heavy Haul Turnouts” Kenneth Blomqvist—Pacific Rail Engineering

“High Speed Rail Study” Tony Lennon— AECOM

Dinner Cruise

When you are considering attending the convention don't forget the opportunity to cruise around the best harbour in the world on the post convention PWI dinner cruise. Numbers do have a limit however the PWI have recently increased the capacity with the Glass Island vessel. Check out the Dinner Cruise link on the web site for more information and book for the dinner cruise when booking for the convention. Partners are most welcome and encouraged to attend this fantastic cruise. All bookings and payments for the Harbour Cruise need to be finalised by **Friday 14 October 2011**.

For those retired members who require assistance with transport to and from the annual convention at Darling Harbour this year please contact John Brown on telephone (02) 9498 5941 or mobile (preferably) 0418 225 349.

Registrations close Friday, 21 October 2011—No Exceptions!

<http://pwinsw.org.au/members/>

Members will need to login to the web system to register.

Anyone wanting to attend the Convention and is not a current Member will need to join

http://pwinsw.org.au/members/signup_personal.php

INDUSTRY NEWS

NSW Budget - The Impact of Transport

It's the news we had all been waiting for... the NSW Government, along with its radical plans to restructure the transport agencies, decided to announce that five thousand public service jobs will be shed over the next four years under an \$8 billion savings drive. The budget, announced by Mike Baird, was cast as creating a platform for "rebuilding" the state.

One of the more fundamental changes was the announcement regarding the privatisation of **Port Botany**. This is intended to raise proceeds to upgrade the Pacific Highway, allowing it to match an offer of federal government funding.

Overall, the budget confirmed that the NSW economy has weakened significantly this year and state Treasury has warned there is a risk the slowdown will become more pronounced.

The Government also re-affirmed its strategy to finance major infrastructure projects, by establishing the **Restart NSW Fund**. It is intended to finance projects that will provide better public transport, roads, infrastructure for improved economic competitiveness, local infrastructure in regional areas, and hospitals and workplaces for front-line service staff. Projects to be funded by the Restart NSW Fund will be recommended by INSW and assessed in the Budget process.

The budget did not identify any new projects or investments! The announcement re-confirmed the commitment to the projects and the estimated amounts for this financial year. Infrastructure investment in the transport sector is estimated at \$6.3 billion [for 2011 – 12], which is \$551 million or 9.5 per cent above the previous 2010-11 Budget.

Infrastructure investment by the NSW rail agencies - Rail

Corporation New South Wales (RailCorp), the Transport Construction Authority (TCA) and Country Rail Infrastructure Authority (CRIIA) - is expected to total \$2.2 billion.

With the commitment to the North West Rail Link (NWRL) it was no surprise that a \$314Mn investment was announced for 2011-12 (for planning and development work). However, this includes \$222 million for land acquisition!! Does this represent enough expenditure for a project of such significance for NSW during these critical stages?

North West Rail Link - lights, camera.....ACTION !!

Geotechnical work on Sydney's North West Rail Link has started! A drilling rig was set up in early September at a park opposite Castle Towers shopping centre in Sydney's northwest. The plan is for one of the rail link's stations to be built under the park.

It is excellent to report physical progress on one of the NSW Government's key election promises!

A First in Customer Service

We understand that Queensland Rail is the first rail public transport company in the world to be certified in the International Customer Service Standard (ICSS).

Service improvements highlighted during the assessment included the introduction of Quiet Carriages, the launch of the Customer Charter and successful implementation of new timetables in June – delivering a further 150,000 seats to the Caboolture, Sunshine Coast, Richlands, Ipswich and Rosewood lines. Queensland Rail was also commended for the timely recovery of rail services to communities following the natural disasters earlier this year, particularly the Toowoomba Range. Can RailCorp follow this positive move by QR?

She's Got a Ticket to Ride

The new universal transport card will be introduced from next year and will cost over \$1 billion. NSW Transport Minister Gladys Berejiklian announced that the new card will be called "Opal".

"It is a great name - it's Australian, it's easy to remember, it's short; people relate to it," Ms Berejiklian said.

The card will first be introduced on Sydney Ferries by December next year, she said.

The system had been bought from and would be operated by the people behind London's Oyster card, and would cost just over \$1 billion. With a proven track record we should get the new system on time.

Greta Depot

Abigroup has won an \$80 million contract to design and build the new coal train support facility for Pacific National. This will be located on a 49 hectare site at Greta in the Hunter Valley. The **Greta Train Support Facility** will refuel, service, clean and carry out general maintenance on Pacific National's coal train fleet in the Hunter Valley.

The project includes building five new rail tracks each 2.5kms long, a provisioning facility, a loco wash facility, a workshop building and a carpark. The project also involves building an access road and carrying out mine subsidence work under the road. The clearing of the land for the project has been completed and bulk earthworks will start shortly. The project is due to be completed in August 2012.

Rugby World Cup in NZ

We can't leave the Business News without a mention of the Rugby World Cup 2011.

Whoever you support, enjoy the games, the atmosphere and if you are lucky enough to "cross the ditch," have a safe one! Come on England !!!!!

By Richard Bowden

RTAA/RAILCORP FIELD DAYS 2011

Exhibitor Information

26—27 October 2011

Clyde Yard—322 Parramatta Road, Clyde



Dubbed the biggest and best outdoor rail exhibition in Australasia—no rail professional can afford to miss the 4th RTAA/RailCorp Field Days event.



About the Field Day

The Annual RTAA/RailCorp Field Day is the only event of its kind in Australia.

It showcases the best in Australian rail.

Last year, over 2,000 members of the rail industry attended.

Attendees included operators, owners, contractors, maintainers, suppliers, consultants, students, R&D specialists, and many more... ..

Over 50 exhibitors displayed on-track machinery, working plant/equipment and other rail industry products and services.

Along with a more diverse group of exhibitors, this year's programme will also include informative workshops, live music and VIP facilities. All participants will be given a show-bag and lunch/refreshments free of charge.



Opportunities for Exhibitors

Exhibitors are given the opportunity to have indoor or outdoor displays as well as the choice of demonstrating their plant and equipment. Presenters will also be sought for the newly established 'Max's Shed' (a new element of the event showcasing innovation in the industry).

Corporate Members of the RTAA receive a discounted exhibitor charge. (Note: a minimum 2 year membership must be maintained to receive the corporate discount.)

Why Exhibit?

The Field Day is the biggest outdoor rail event in Australasia.

Over 2,500 participants are anticipated this year. If you are not at the Field Day—you are not in the Australian rail industry!

This is the best value for money marketing opportunity on the market—and that's what last year's exhibitors said (see the website for exhibitor comments from 2010).

What's on Offer?

All exhibitors are entitled to a 3 X 3 metre indoor OR outdoor display booth.

Indoor booths are provided with partitions for display materials, lighting and 1 X 240V power outlet.

Cost: RTAA Corporate Members—\$2,000 + GST

Cost: Non-Members—\$4,000 + GST.

All exhibitors will be provided with an opportunity to run live plant demonstrations or other presentations—this will be subject to the availability of space and on a 'first in' basis—determined by the Field Day Organising Committee. Booth allocation will also be determined by the Committee.

Contact Jose Argueta on jargueta@laingorourke.com.au OR see the RTAA Website: www.rtaa.org.au

PWI SPONSORS

Enhanced Corporate Members of the PWI NSW

The Permanent Way Institution would like to specifically acknowledge its enhanced corporate members. Please contact the Membership Secretary on 0402 772 974 or membership@pwinsw.org.au for further information.

<h1>Platinum</h1>				
				
<h1>Gold</h1>		<h1>Silver</h1>		
				
				
				
				
				
				

Interested in Silver enhanced membership...

There are Silver enhanced corporate memberships available. The cost of Silver Membership is \$3,000 (ex GST). Benefits include promotion at all PWI events, additional Convention and Golf day tickets plus other benefits, a full list of enhanced corporate member benefits is available from the Membership Secretary Tania Page.

Tania can be contacted at: membership@pwinsw.org.au

Corporate Members of the PWI NSW

PWI acknowledge and thank the corporate members. Their assistance is invaluable to the success of the PWI.

Corporate Member Name

ALCOA FASTENING SYSTEMS
ARENCO
AQUENTA CONSULTING
AUSTRALIAN RAIL TRACK CORPORATION
BECA PTY LTD
BMD CONSTRUCTIONS
BULL HEAD SERVICES PTY LTD
CARDNO (NSW/ACT) PTY LTD
CLEXAN-PEAK PERSONNEL
COFFEY RAIL
COUNTRY RAIL INFRASTRUCTURE AUTHORITY
CR RAIL
DARACON RAIL PTY LTD
DEGOTARDI SMITH & PARTNERS
DELKOR RAIL PTY LTD
DESEC LIMITED
EDILON SEDRA AUSTRALIA
EVANS & PECK PTY LTD
FLUOR GLOBAL SERVICES
HALCROW PACIFIC PTY LTD
HARD & FORESTER PTY LTD
HATCH INFRASTRUCTURE
HYDER CONSULTING PTY LTD
INTERFLEET TECHNOLOGY PTY LTD
JMD RAILTECH
KELLOGG BROWN & ROOT
KH1 – ROBEL
LEND LEASE PROJECT MANAGEMENT & CONSTRUCTION
LINSINGER MACHINENBAU GMBH
LJ WALLACE GROUP
McARTHUR
McLACHLAN LISTER PTY LTD
MEADOWS CONSULTING PTY LTD
MOMENTUM RAIL (NSW) PTY LTD

Corporate Member Name

MOTT MACDONALD AUSTRALIA
MULTI CIVIL & RAIL SERVICES PTY LTD
MUSGRAVE DESIGN & ENGINEERING
OPUS INTERNATIONAL CONSULTANTS (NSW)
PACIFIC RAIL ENGINEERING
PIDGEON CIVIL ENGINEERING
PLATEWAY PTY LTD
QUEENSLAND RAIL
RAIL & ROAD PROFESSIONAL SERVICES
RAIL DESIGN & SURVEY AUSTRALIA
RAIL PERSONNEL PTY LTD
RAIL PLANNING SERVICES
RAILCON PTY LTD
RAILCORP
RAILTECH AUSTRALIA LIMITED
RAILTRAK SYSTEMS PTY LTD
ROBSON RAIL SERVICES
ROCLA CONCRETE SLEEPERS
ROSENQVIST RAIL TECH AB
RT HEALTH FUND
SINE INDUSTRIES
SLR CONSULTING
TAYLOR RAIL AUSTRALIA
THERMIT AUSTRALIA PTY LTD
TRADE WEST PTY LTD
TRANSFIELD SERVICES (AUST) PTY LTD
TTG TRANSPORTATION TECHNOLOGY PTY LTD
TUTT BRYANT HIRE
UNION RAILTRACK & INDUSTRIAL SUPPLIES
VAE RAILWAY SYSTEMS PTY LTD
VOSSLOH COGIFER AUSTRALIA
WESTRAY ENGINEERING
WORLEY PARSONS RAIL

PWI PERSONAL MEMBERS

Welcome to New Personal Members

Andrew Pinkerton	McArthur	David Knee	ARTC
Mark Armitage	Kellogg Brown & Root	David Murdoch	Vossloh Cogifer Australia
Robert Arnott	Leighton Contractors	James Pearson	Leighton Contractors
Michael Burke	TCA	Tony Read	ARTC
Nigel Cassey	TCA	Boris Rozentoul	Vossloh Cogifer Australia
Ian Crozier	ARTC	Mitchell Scealy	ARTC
David Dalton	TCA	Julian Singh	AECOM Australia
Alexander Davies	ARTC	George Tilley	AECOM Australia
Nathan Gambin	MVM Rail	Phillip Ulloa	Railcorp
Donna Green	ARTC	Adrian Unwin	ARTC
Bijan Hassanzada	Transfield Services (Aust)	James Vu	John Holland Rail
Mark Hayward	Leighton Contractors	Richard Wong	TCA

BACK TRACKS

The PWI is looking to obtain a copy of all past annual convention journals, and to hold an additional copy for display.

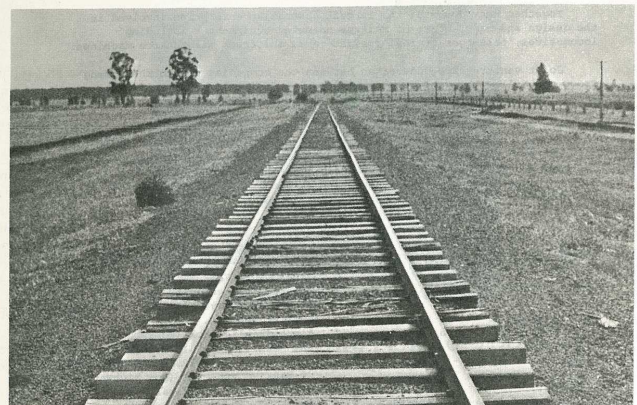
The table below shows the years and number of copies we seek.

Please contact David Hislop 9239 7488 if you are if you are able to assist.

PWI JOURNAL REGISTER

Year	Conference No	Topic of Conference	Copies Need
1974	1		2
1975	2		2
1976	3		2
1977	4		2
1978	5		2
1979	6	Man & Machine	1
1980	7	Maintenance Method & Means	1
1981	8	Platelaying Today	1
1982	9	Taking Coals to Newcastle	1
1983	10	Lets Make Tracks to Port Kembla	1
1988	15	Railways in Focus	1
1989	16	Now & Then	1

The long term residual herbicide effective for two years and longer.



**was applied March 1978-
STILL GOING STRONG**

An extract from the 1980 PWI Journal

**“Herbicides, they don't make them
like they used too!”**