

THE 2024 PWI CONVENTION

CELEBRATING THE 50TH ANNIVERSARY OF THE PWI NSW



WE PROUDLY THANK OUR PLATINUM MEMBERS FOR THEIR ENHANCED SUPPORT



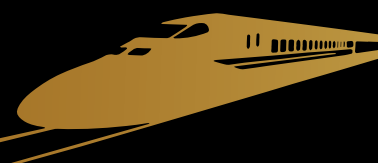
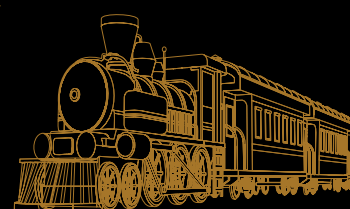
JMDR

JOHN
HOLLAND

LAING O'ROURKE

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Ladies and gentlemen, distinguished guests, and fellow members of the rail community, today we gather to mark a truly momentous occasion – the 50th Anniversary of the Permanent Way Institution (PWI) in New South Wales. This is a celebration of our longevity and a tribute to the unwavering dedication, passion, and pioneering spirit that has driven the PWI since it was established as an independent section in February 1974. As we proudly host our 51st Annual Convention today, we honour a tradition that began on October 25, 1974, at the historic Transport House in Sydney, the then home of the NSW Railways. Our journey hasn't been without challenges, but today, as we reflect on five decades of excellence, we recognise how these moments have only made us stronger. Despite setbacks like the pause in 1977 following the Granville Train disaster, the PWI emerged more resilient and determined to make a lasting impact.

I extend a warm welcome to everyone here – our esteemed guests, dedicated members, cadets, life members, retired delegates, and representatives from PWIs across Queensland, South Australia, and Victoria, as well as Jonathan Barns from the RTAA and Carolyn Walsh and Danny Broad from the Australian Railways Association. We are incredibly honoured to have our student representatives from Charles Stuart University and Newcastle University, who are the future of our industry. Your presence today is a testament to the enduring strength and reach of the PWI.

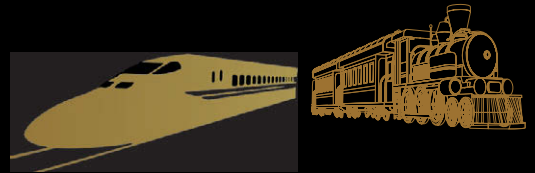
A special acknowledgment goes to our original founding members – true “railway people” who laid the groundwork for what would become a cornerstone of the rail industry in NSW. The names J.R. Brew, C.R. Colville, A.E. Coote, D.D. Hagarty, K.J. Locke, D.M. Neil, K.T.D. Swan, W.T. Thornewell, and D.F. Tritton are etched into our history, and we are incredibly honoured to have John Brew, one of these founders, joining us today. It is his vision, alongside his fellow founders, that set us on this incredible journey.

Only eight individuals have held the prestigious role of President of the PWI NSW over the past 50 years, a testament to this institution's continuity and dedication. Today, we are deeply honoured to have two of our past Presidents, Mike Hickey and Rob Schwarzer, in attendance. They have played pivotal roles in guiding PWI through its growth and evolution.

The PWI has steadfastly committed to fostering a strong rail community, knowledge sharing, creating pathways for growth, and maintaining relevance in the industry. These four pillars – Community, Knowledge Share, Pathways, and Relevance – have been the foundation of our achievements. From our consistent annual conventions to the introduction of a tiered corporate membership system, the successful Lunch and Learn program, industry site visits, and country technical meetings, we have continued to evolve and adapt to the needs of our members. Our annual events, such as the Executive Breakfast, Winter Dinner, and the annual golf day, have become cherished traditions. Perhaps most significantly, we have focused on recognising excellence within our industry through our annual awards, shining a spotlight on the incredible contributions of our members, which highlight the industry in which we work every day.

This year's convention theme, “A Nod to the Past and a Eye to the Future,” perfectly encapsulates our journey. Today, as we embark on Day One of this conference, we will reflect on the past – the rich history of the rail industry, the remarkable people who have made it great, and how the PWI has provided a legacy for its members. This evening, our Gala Dinner will truly celebrate everything we have achieved, paying special tribute to those who have been instrumental in maintaining this great institution for so many years.

As we move into Day Two tomorrow, our focus will shift to the future—a future that promises exciting developments with Metros, high-speed rail, and new opportunities for growth and innovation. We will wrap up this incredible convention with our traditional networking event, ensuring the bonds forged here continue strengthening our rail community.



One of the PWI's proudest achievements has been the establishment of the PWI Cadet Program in partnership with industry leaders like ARTC and UGL. This program represents our commitment to attracting a diverse group of young people to the rail sector, ensuring that today's knowledge and expertise are passed on to the next generation. Additionally, reintroducing the Fellow grade of membership recognises those with exceptional professional standing, enhancing their networks and contributions to the PWI.

Our journey would not have been possible without the significant support of the Government Railways – now Sydney Trains. Their unwavering support over the years has been instrumental in the PWI's success, and we are grateful for their continued contribution. This support from the highest levels has allowed us to strongly emphasise rail infrastructure engineering, ensuring that we remain a not-for-profit organisation run by volunteers who exist solely to serve our members.

Looking back, we recognise the extraordinary efforts of past and current members, leaders, and partners who have made the PWI the respected institution it is today. The 50 consecutive years of annual conventions, tiered corporate memberships, regular technical presentations, and our new initiatives all stand as a testament to what can be achieved when passionate individuals come together with a shared purpose.

As we open this 51st Annual Convention, I extend my heartfelt thanks to the organising subcommittee, led by Steve Naumovski, for their tireless efforts in bringing this event to life. I also wish to acknowledge our individual and corporate members whose support has been, and continues to be, the bedrock of our success. Their contributions allow us to host events, provide valuable insights, and foster community within the rail sector.

The following 50 years present an exciting opportunity as we work towards establishing a National PWI body in Australia, collaborating with organisations such as the Australasian Railway Association (ARA), Government agencies, the Rail Track Association Australia (RTAA), and the broader rail industry. We will continue to uphold our commitment to delivering high-quality events, knowledge-sharing opportunities, and pathways for professional growth while fostering a sense of community and belonging.

And now, with immense pride, I formally open our 51st Annual Convention as we celebrate 50 years of the Permanent Way Institution in NSW. I am honoured to invite the Honourable Minister for Transport in NSW, Jo Haylen, to take the stage and deliver the keynote address. Minister Haylen's presence today is a fitting tribute to the longstanding relationship between the PWI and the NSW Government, symbolising the unbreakable bond we share with the very fabric of the rail industry.

Here's to the next 50 years – may they be filled with even greater achievements, stronger connections, and continued excellence. Let us celebrate this incredible journey and look forward to the countless milestones yet to come!

A handwritten signature in blue ink, appearing to read 'Mark Harris'.

Mark Harris - President, Permanent Way Institution

It is amazing to see the formation of more overseas PWI Sections between 1974 to 1983 than at any other period in the Institution's history. The New South Wales Section was formed in 1974 and has remained preeminent amongst them.

Led by interest from international members in forming more overseas sections, the PWI's working party proposed that new sections in New South Wales and New Zealand be encouraged, subject to each being able to have a minimum of 40 members. The New South Wales Section was authorised by the Institution's Council and held its inaugural meeting on 21st February 1974. By 22 August, Section membership stood at 77 and the Section's first annual Convention held on the 25th October 1974 was supported by 70 members. By 1982 Section membership had risen to 320 and remains healthy to this day.

It is with enormous pleasure that I, on behalf of all PWI members, congratulate the New South Wales Section on its 50th anniversary: 50 years of actively sharing and developing railway engineering knowledge to the benefit of its members, the Australian railway system more generally, and the wider community served by railway transport. I look forward to seeing the NSW Section continue to prosper as it helps members meet the not inconsiderable transport and environmental challenges of the 21st Century.



Mona Sihota

President, Permanent Way Institution, UK

Messages of Congratulation (continued)



For fifty years, the Permanent Way Institution NSW has led the way in continuously improving our State's railways.

You have done this by supporting the railway workers, connecting the companies and organizations, and working closely with the governments that build and run our rail services.

You bind us all in our shared purpose to foster, preserve and grow our mighty NSW railways and to ensure that railways continue to play a central role in moving people and goods far into the future.

I warmly congratulate you on fifty years of dedicated service and commitment and am so grateful for the opportunity to share in this important milestone.

This conference marks the beginning of another half-century of progress, always fixed firmly on the opportunities ahead of us to build a more efficient, reliable and connected railway into the future.



The Honourable Jo Haylen MP

Minister for Transport NSW, Australia



For fifty years, The Permanent Way Institution, New South Wales (Inc) has led the worldwide movement established way back in 1884 in the UK to ensure the continuous improvement of critical rail infrastructure engineering in our state. With over 80 Corporate and 350 individual members from across the rail industry, you have led the way in your dedication to professional mentoring, collaboration and leadership on improving rail infrastructure.

Your dedication, particularly to the often challenging 6,700 km of regional rail is especially valuable to me in my role as Minister for Regional Transport for NSW. In the context of a variety of challenges, not least being the droughts, bushfires and floods of the last nearly decade, I was incredibly impressed with the passion and commitment to excellence demonstrated by your Members at your 49th Convention in Orange last year.

On behalf of the NSW Government I congratulate you on your outstanding legacy to this state to build a better NSW, not just in critical rail infrastructure, but in the sharing of your vast knowledge, advice, networking, skills, technology, and wisdom across industry and government over the last 50 years, and wish you all the best for the next 50 and beyond.



The Hon. Jenny Aitchison MP

Minister for Regional Transport
Member for Maitland

Congratulations to Permanent Way Institution NSW for helping to bring together the railway industry in NSW for 50 years. Transport for NSW has appreciated being part of a community where members from both public and private sectors can find opportunities to come together to share their wide range of skills, technologies, and insights.



Josh Murray

Secretary, Transport for NSW



I want to congratulate the PWI for 50 years of industry leading activities in all fields of the Permanent Way.

One of the top Institutions that creates the perfect blend of engineering professionalism with great social and stakeholder engagement.



Howard Collins OBE

Coordinator-General – Transport for NSW

While the Permanent Way Institution was founded in the United Kingdom many years prior, our local association was founded in 1974 by dedicated employees of the NSW Government Railways.

Since that time, our railway staff have been a key part of the PWI and we have benefited greatly from their technical knowledge, advice and support.

Congratulations to the PWI on this significant milestone and thank you for everything you contribute to the railways in NSW.

We look forward to continuing this strong relationship for many years to come.



Matt Longland

Chief Executive Officer,
Sydney Trains Transport for NSW



ARTC has been a long-time supporter of the PWI NSW and greatly appreciates the important role it plays in connecting people, the rail craft and skills across the industry to exchange technical knowledge and ideas.

A key part of Australia's rail family, the PWI NSW is widely respected for the work it does with the industry to help drive quality within the rail agenda in this country. Our people have thoroughly enjoyed collaborating with PWI over time, to share information, boost expertise, and network with colleagues in support of achieving better outcomes for our industry.

Congratulations to everyone at the PWI NSW for reaching 50 years – we look forward to continuing our partnership for many more years to come.



Wayne Johnson

CEO and Managing Director
ARTC

It is great to see PWI NSW celebrating 50 years of service this year which is a fantastic milestone and a credit to the organisers and members for not only keep the organising going for so long but expanding and growing it over the years to cover a range rail orientated activities and skills. The events are always informative and interesting and it is great to see the growing and diverse membership of PWI.

I wish the organisation all the very best for this important anniversary and wish them continued success and growth for the next 50 years.



Tim Parker

Chief Executive Officer
High Speed Rail Authority

Messages of Congratulation (continued)



The Permanent Way Institution of New South Wales has always been a defender and guardian for the entire railway industry and its amazing people during my 25 years in the railways of NSW.

Through good times, and bad, the Institution and its passionate volunteers support and connect their members and celebrate the achievements of their colleagues, advancing the well-being of, and celebrating in the success with, individuals, teams, projects, and companies.

Their collective connections with, and empathy for, governments and regulatory bodies have helped foster a climate of collaboration and mutual learning across advisory, design, maintenance, projects, and governance making this a truly value-adding group and an Institution which can continue to build on this awesome first 50 years and well into the future.

Congratulations to the PWI, the volunteers who give so much of their time, efforts, and knowledge, and, indeed, to all members on this significant milestone!



Julian Richards

Chief Executive Officer, Transport
UGL Regional Linx Pty. Ltd.

Congratulations to the NSW PWI on your 50th anniversary. On arriving in Australia in 2005, having been a UK member, I immediately joined the NSW section and found a very welcoming management team. I very much appreciated the program of diverse technical talks, often presented by relatively young rail engineers and the Convention was always a highlight of the year. Of course, I also enjoyed the very social side provided by the section. Congratulations.

Unfortunately, I will miss this year's convention and dinner.

All the best to all,



Rob Mason

Retired
Former Head of Sydney Trains and NSW Country Trains



Wow - 50 years!!

On behalf of the Australian Railway Association and the TrackSAFE Foundation, congratulations to all those involved in the PWI NSW 50 years of service to its members. Over this journey, the NSW rail industry has benefited both in the past and no doubt into the future from the various activities, projects and input from the PWI NSW.



Danny Broad

Chair – Australasian Railway Association

As the rail industry's harm prevention charity, the TrackSAFE Foundation relies on the generous support from our rail community.

Permanent Way Institution NSW's support of TrackSAFE helps us deliver on our mission of reducing fatalities, injuries and near hits and improving the wellbeing of the rail workforce.

Congratulations PWI NSW on your 50 years of service and our sincere thanks for your ongoing support.



Heather Neil

Executive Director - TrackSAFE Foundation

Messages of Congratulation (continued)



On behalf of the Australasian Railway Association (ARA), I warmly congratulate the Permanent Way Institute (PWI) NSW on 50 years of dedication and commitment to the rail industry.

This significant milestone illustrates the passion PWI NSW has for supporting innovation, valuable knowledge sharing and professional development opportunities for rail professionals.

Your focus on collaboration and facilitating the exchange of technical information on aspects such as track design, construction and maintenance to support continuous improvements in the railway has been instrumental in building a safe and sustainable rail network.

The ARA greatly appreciates its partnership with PWI through the Australasian Rail Industry Awards and the commitment to acknowledging and celebrating excellence in the industry. The PWI NSW has played a significant role in nurturing the next generation of rail experts by recognising significant contributions through the ARI Awards and investing in PWI cadet professional development.

Over the past 50 years, your members' collective expertise has been at the forefront of innovative projects and new technologies, ensuring the rail industry continues to thrive as a vital and reliable mode of transport.

Congratulations on this remarkable achievement over 50 years.



Caroline Wilkie

Chief Executive Officer
Australasian Railway Association

2024 Convention Program – A Nod to the Past and an Eye to the Future



DAY 1 EVENT – THE PAST – THURSDAY 24 OCTOBER, 2024 – The Star, Sydney

From 7:30 Registration Desk Open

8:30 – 8:45 Welcome Address

Mark Harris
PWI NSW President

8:45 – 9:15 Keynote Address

The Honourable Jo Haylen MP
Minister for Transport, NSW

SESSION 1: **Chaired by Paul Dudding – CPB Contractors**



09:20 – 09:30 Introduction to CPB Contractors

Paul Dudding

09:30 – 09:50 Paper 1 - Engineering Standard in NSW Railways, and the
Scourge of Mindless Compliance

John Paff (WSP)

09:50 – 10:10 Paper 2 - The Development of OHW in the Sydney Trains Network

Paul Rizzo / Louis Petroulias (Gazelle Advisory)

10:10 – 10:20 Discussion / Questions for all papers

Paul Dudding

10:20 – 11:00 MORNING TEA



SESSION 2: **Chaired by David Robotham – Laing O'Rourke Australia**



11:00 – 11:10 Introduction to Laing O'Rourke

David Robotham

11:10 – 11:30 Paper 3 - History and Evolution of Light Rail

Dianne Banks (Yarra Trains)/ Yohan Touzard
(Transdev)

11:30 – 11:50 Paper 4 - A history of the Pilbara Freight Rail Network and
future developments

John McLeod (Sydney Metro)

11:50 – 12:00 Discussion / Questions for all papers

David Robotham

12:00 – 12:20 Announcement of new Life Memberships

Mark Harris

12:20 – 12:25 A word from our Lunch Sponsor

Steven Johnson (Brimble Rail)

12:25 – 13:40 LUNCH (Buffet)



SESSION 3: **Chaired by Paul Feris – Acciona Rail**



13:40 – 13:50 Introduction to Acciona Rail

Paul Feris

13:50 – 14:50 Panel Sessions – Legends

David Spiteri (MC)

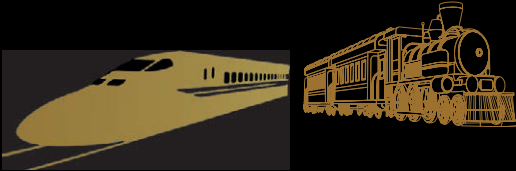
14:50 – 15:00 Endnote and Announcements

Mark Harris

OCTOBER | 2024

(continued over)

2024 Convention Program (continued)



50th ANNIVERSARY DINNER – THE PRESENT

Sponsored by: PWI Platinum Members – John Holland, CPB, Laing O’Rourke, Acciona, JMDR



18:00 – 22:30 PWI 50th Anniversary Dinner Event – The Star Event Centre, Pyrmont

Dinner Agenda:

18:00 – 18:40	Welcome Drinks (in the foyer - doors open 18.40)	
19:00 – 19:05	Opening	Yemi Penn (MC)
19:05 – 19:15	Welcome to Country	Yvonne Weldon (Metro LALC)
19:15 – 19:30	Keynote	Yemi Penn (MC)
19:30 – 20:00	Break (entrée served)	
20:00 – 20:15	PWI President Welcome	Mark Harris
20:15 – 20:25	Announcement of PWI President’s Awards	Yemi Penn (MC)
20:25 – 20:30	Close formalities	Yemi Penn (MC)

DAY 2 EVENT – THE FUTURE – FRIDAY 25 OCTOBER, 2024 – The Star, Sydney

From 8:30 **Registration Desk Open**

9:00 – 9:15	Welcome Address	Mark Harris <i>PWI NSW President</i>
9:15 – 9:45	Keynote Address	Carolyn Walsh <i>Chair, National Transport Commission</i>

SESSION 1: **Chaired by Damien Drew – JMDR**



09:50 – 10:00	Introduction to JMDR	Damien Drew
10:00 – 10:20	Young Achiever Award	Matt Jones
10:20 – 11:20	Panel Session – Young Achievers	Abdul Jamal (MC)
11:20 – 11:30	A word from the PWI UK	Mona Sihota, PWI President
11:30 – 12:10	MORNING TEA	



(continued over)

2024 Convention Program (continued)



SESSION 2: Chaired by Matt Jones – John Holland

**JOHN
HOLLAND**

12:10 – 12:20	Introduction to John Holland	Matt Jones
12:20 – 12:40	HSR – update and next steps	Tim Parker (HSRA)
12:40 – 13:00	Successful Day 1 – Opening Automated Metro Lines	Peter Munro (MTR)
13:00 – 13:20	Earthing Systems in AC Electrified Railways: Key Considerations and Challenges	Gevik Avetian (UGL)
13:20 – 13:30	Discussion / Questions for all papers	Matt Jones
13:30 – 13:35	A word from our Lunch Sponsor	Kate Cuthbertson (RT Health)
13:35 – 15:00	LUNCH (seated)	RT HEALTH >>

SESSION 3: Chaired by Steve Naumovski – PWI Committee Member

DEGNAN

15:00 – 15:10	Introduction to Session 3	Steve Naumovski
15:10 – 16:10	Panel Session – PWI Australia, The National Perspective	Steve Naumovski
16:10 – 16:25	PWI Fellowship Program	Matt Jones / Neil Hobden
16:25 – 16:30	President's Closing Remarks	Mark Harris

POST CONVENTION NETWORKING EVENT

DEGNAN

16:30 – 18:30	PWI Networking Event	The Star Event Centre, Pyrmont
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THANK YOU FOR SPONSORING THE 2024 CONVENTION

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DEGNAN



CELEBRATING THE 50TH ANNIVERSARY OF THE NEW SOUTH WALES (NSW) PERMANENT WAY INSTITUTION (PWI) 1974 TO 2024

PERMANENT WAY INSTITUTION (PWI) UNITED KINGDOM

The Permanent Way Institution (PWI) was founded in the United Kingdom (UK) on the 5th January 1884. Its formation was due to the foresight of a dedicated group of men engaged in the expansion of the rail system in the British Isles who realised that there was a general lack of knowledge in engineering and construction of the permanent way.

As there were some fifty different railways under construction at the time, it was not coincidental that inspectors would meet to discuss their common problems, usually over a dinner of roast turkey, followed by plum pudding, at some convenient hotel. Problems associated with the tunnelling, construction of viaducts to support the loaded train weight along with "the laying of plates" and the new problems of switches and crossings were all issues which were discussed.

A senior inspector, a Mr Meredith, was appointed as a spokesman of a group of six inspectors who wished to develop closer bonds beyond the confines of pub dinners. He approached the engineers of the various railway companies to agree to an Institution being established to which suggestion they wholehearted agreed and the Permanent Way Institution came into being.

So, the PWI was established as a forum for railway staff at all levels, from the "fettler to the Chief Civil Engineer" to exchange information and learning on the design, construction, and maintenance of the permanent way, also known as the 'Perway'.

From the very beginning where was no sense of aristocracy and there has always been equality amongst the members.

ESTABLISHMENT OF NEW SOUTH WALES, PERMANENT WAY INSTITUTION (PWI)

Sometime in 1973 a group of dedicated Railway men decided to setup a "NSW Section of the Permanent Way Institution (PWI)".

The Founding members of the NSW Section of the Permanent Way Institution (PWI) were:

J.R (John) Brew	Fellow
C.R Colville	Fellow
A.E (Alex) Coote	Fellow
D.D (Don) Hagarty	Fellow
K.J (Ken) Locke	Associate Fellow
D.M (Doug) Neil	Fellow
K.T.D (Ken) Swan	Associate Fellow
W.T Thornewell	Member
D.F (Dave) Tritton	Associate Fellow

These were all dedicated "railway people", who were members of the PWI UK



From the records, an Interim Committee had been established with:

Mr A.E Coote	Interim Chairman
Mr K.T.D Swan	Interim Secretary
Mr D.D Hagarty	Interim Treasure

The **first General Meeting of the NSW PWI** was held on Thursday the 21st of February 1974, in room 463 at Transport House in Sydney. A further 51 new members were noted to have joined the Section and 29 members were present at the historic first General Meeting of the NSW PWI.

MINUTES OF THE FIRST GENERAL MEETING HELD IN ROOM 463, TRANSPORT HOUSE ON THURSDAY, 21ST FEBRUARY 1974 AT 4.30P.M.

Chairman: Mr. A.E. Coote

Present: 29 members of various grades of membership.

Mr Coote, the Chairman in declaring the meeting open gave a brief outline of the events leading up to the formation of the New South Wales Section. It had stemmed from several overseas members of the parent Institution in England employed by the NSW Public Transport Commission realizing the advantages of a section in New South Wales to promote goodwill and understanding amongst those interested in all facets of Permanent Way Engineering.

Apologies: were received from Miss Oxenham and Messrs. R . Smith, P. Turner, M. Kolarovsky, W. Minter and K. Robins

Correspondence:

The Interim secretary read extract of letters from the PWI UK General Secretary dealing with approval being given to form the New South Wales section and the rate of subscriptions. The interim secretary also tendered greetings from the PWI UK President and General Secretary.

There was also a letter tabled from the Public Transport Commission Secretary that the meetings could be held at no cost in the conference room, at Transport house in Sydney and that the commission dispatch functions could be used for the Institution correspondence and that the Secretary wished that the venture meets with every success.

Finance:

A financial statement was provided by the Interim Treasurer Mr. D.D Hagarty and adopted.

ELECTION OF OFFICES:

President:

It was moved by Mr. Coote, and seconded by Mr. Franklyn and the motion commented on by Mr. Colville that Mr. E.R Gordon, Acting Director of Engineering be nominated as President of the New South Wales Section of the PWI. The motion was carried.

Mr. Coote then vacated the chair asking Mr. Gordon to assume this position.

Mr. Gordon thanked the members for their confidence in him and to congratulated Mr. Coote and the interim committee for commencing the section and commended them on their concern for the dissemination of knowledge of permanent way information.

THE ELECTION OF OFFICERS CONTINUED AND THE FOLLOWING WERE DULY ELECTED:

Vice Presidents	Mr. F.G. Franklyn
	Mr. A.E. Coote
Secretary	Mr. K.T.D. Swan
Treasurer	Mr. D.D Hagarty



THE GENERAL BUSINESS:

1. Meetings

It was resolved that there would be 4 general meetings for discussion of business and presentations of technical each year.

2. Convention

It was resolved to hold one convention each year, details would be arranged by the committee.

3. Committee

It was resolved to elect a committee comprising the Executive officers and three other members of which one would be other than an employee of the Public Transport Commission and one would be of a grade other than Fellow. It was further resolved that the committee would be elected at the next general meeting.

4. Bulletin

It was resolved for distribution to all members a bulletin to be called "The Proceedings of the Permanent Way Institution NSW Section". "The Proceedings" would be issued after each general meeting and would comprise the minutes of the meeting, technical papers and personal information.

5. New Members

The President requested each member present to encourage more membership and to further the Institutions aims.

The President then introduced Mr. W.T. Thornewell, a retired officer of the British Railway, an associate of Messrs. Plasser and Theurer and long-standing supporter of the Permanent Way Institution to address the meeting on the "The History of the Institution".

This would be the very first the speech given to the PWI NSW Section.

At the conclusion of the address, Mr. Gordon thanked him for the information given which was supported by acclamation.

The meeting concluded at 6.00p.m.

K.T.D. Swan
Secretary.

THE OBJECTIVES OF THE NSW PWI

The independent NSW section was initially made up with the majority of members from the old Government Railways in New South Wales (the very forerunners of the current Sydney train!) with the objects of:

- following on the tradition and policies of the Permanent Way Institution (UK).
- Informing all members and others of the responsibilities of the Way and Works Branch, NSW to design, construct and maintain rail tracks, bridges, and structures.
- Also to liaise and co-operate with other branches of the Government Railways.
- Developing and encouraging public relations and understanding of the Branch and the Departments activities by the participation and social contact of all members and their families.

The NSW Government railways staff not only helped establish and set up the PWI but have been fundamental in the success and development of the Institution over the past 50 years. Without their support from the top for many years, I'm sure the Institution would have folded, so we should recognise and acknowledge their one going support and contribution to the PWI NSW.



TECHNICAL MEETINGS

At the first General Meeting of the PWI in 1974 it was resolved that there would be 4 technical meeting per year. This tradition has carried on for the past 50 years and the PWI today continues with 6 technical meetings held each year. In addition, monthly Lunch and learns, country meetings and regular site visits.

CONVENTIONS

The Annual Convention have become part of the history and tradition of the PWI and the Rail Industry in NSW, with an Annual Convention being held every year since 1974.

The first Annual Convention was held on the Friday 25th October 1974 in the 1st Floor Auditorium of Transport House in Sydney, the then home of the NSW Railways.

The Keynote speaker was Mr. P.R. Shirley, Chief Commissioner of the Public Transport Commission.

THE TECHNICAL PAPERS WERE PRESENTED ON THE FOLLOWING TOPICS:

- **Rails Tomorrow's Transport - The Designers Task** - By John Brew & Doug Neil, both Engineers with the Public Transport Commission (PTC)
- **Rails In Service - Fault Finding, Repairs and Replacement** - By S. Bobridge, Chief Inspector Permanent Way PTC
- **Rail Fastenings** - By C. R Colville, Managing Director Elastic Rail Spike Co.
- **Rail Transport Overseas** - By R. Schwarzer, Engineer PTC
- **Rails Across The Rivers** - The New Hunter River Bridge at Singleton - By. J. Gilchrist, Engineer PTC

A Film on track laying in Canada using modern technique with concrete sleepers was presented by Elastic Rail Spike Co.

The followed day, Saturday the 26th of October, members, their wives and families took a train, the Northern Tablelands Express, 148km to Singleton to inspect the new rail bridge over the Hunter River which was presented in John Gilchrist's paper at the Convention the day before.

A barbeque was set up on the riverbank below the bridge courtesy of the Division Engineer, Newcastle. While the children swam in the river, the rail buffs inspected the abutments, piers and bridge structure at some height above the riverbed.

Work is never far away for those involved in the railways and that family day was no different. The Division Engineer, Parkes who was attending the site inspection, had to be transported quickly to Mellalea, where two freight trains had collided head on resulting in a fatality. The collision affected the main west route for an extended period while repairs were undertaken.

Since that first Convention, the Institution gone from strength to strength, our convention is internationally recognised and is seen as one of the key rail industry events on the rail calendar.

From those humble beginnings, the convention was traditionally held at the end of October in Transport House between 1974 and 1978, before the first major external convention being held at the Sydney Hilton in 1979. The PWI Annual Convention has generally been held on the last Friday in October each year and this has become an Industry tradition in NSW for the members with the Sydney Hilton hosting the majority of the conventions between 1974 to 2002.



AWARDS

In addition to the themed program of technical papers, the Conventions provided a platform for recognising our members excellence and achievements. The PWI awards were commonly called the “Logies” and covered excellence in construction, maintenance, innovation, and welding. These awards are highly sort after within the Rail industry, as they were judged, presented at awarded at the convention.

The annual PWI Awards have grown significantly and are now presented at a standalone event due to the number of different categories. The Annual awards allow us to showcase and recognise the excellence and innovation that our members have made of the year.

PWI ANNUAL AWARDS	
<p>YOUNG ACHIEVER AWARD</p> <p>For under 35's, which offers up to \$10,000 for the winner to attend an approved international railway conference to expand their knowledge and development;</p>	<p>ALAN BARHAM MAINTENANCE AWARD</p> <p>In recognition and promotion of best practice in perway and Track maintenance, and associated structures.</p>
<p>KEN ERICKSON INNOVATION AWARD</p> <p>This Annual Award is to recognise an initiative or significant advance, which has been towards improvement in any part of the Rail Industry.</p>	<p>WELDERS AWARD</p> <p>In recognition of the rail welding talent in the perway industry by promoting best practice, standards, and efficiency in the art of rail welding.</p>
<p>STEVE MAXWELL PLATELAYING AWARDS</p> <p>Recognising projects in two categories – minor and major – by promoting best practice and standards of quality, efficiency, innovation and construction.</p>	<p>DESIGN AWARDS</p> <p>Two Categories that recognises design leadership of multi-disciplinary rail project studies or designs completed in NSW.</p>
<p>ELECTRICAL SAFETY AND QUALITY AWARDS</p> <p>Recognises an initiative or significant advance in improvements to electrical safety or installation quality in any part of the Rail Industry.</p>	



PRESIDENTS OF THE NSW PWI

Like any organisation, strong leadership and focus is critical to success and the Institution is fortunate to have had Presidents with the vision and energy to drive and grow the PWI in NSW.

Since the PWI was founded in February 1974 over 50 years ago, there has been only 8 Presidents of the NSW PWI. They have all contributed enormously to the success of the Institution:

NAME	YEARS PRESIDING	LENGTH OF TERM
ER (Ross) Gordon	1974	1 year
FG (Frank) Franklyn	1975 – 1978	4 years
R (Ron) Christie	1979	1 year
DM (Doug) Neil	1980 – 1983	4 years
RA (Rob) Schwarzer	1984 – 1986	3 years
KD (Kevin) Ryan	1987 – 1992	6 years
MJ (Mike) Hickey	1993 – 2001	9 years
MD (Mark) Harris	2002 - Present	23 years

LIFE MEMBERS:

Life Membership of the PWI is awarded to a member who, in the opinion of the Committee has performed long and meritorious service in pursuing the objectives of the Institution.

Over the years particular individuals have stood out for the significant contribution they have made to the ongoing success of the PWI and as result have been recognised and received the most prestigious award that the Institution can bestow on a member:

HONORARY LIFE MEMBERSHIP OF THE PWI.

This honour of Life Membership of the NSW PWI has been awarded to the following individuals:

NAME	MEMBER SINCE	NAME	MEMBER SINCE
Stan Bobridge	1974	Peter Boonstra	1983
David Bull	1976	Glenn Dewberry	1985
Dennis Dobson	1975	Bob Ford	1984
William Fowler	1975	Frank Franklyn	1974
Kevin Golledge	1984	Ross Gordon	1974
John Gorman	1974	Don Hagarty	1974
Mark Harris	1985	Michael Hickey	1976
Barry Lees	1974	Laurie Mills	1974
Tania Page	2006	Allan Pidgeon	1974
David Roberts	2002	Kevin Ryan	1974
Ken Sherwood	1991	Ken Swan	1974



INDUSTRY SUPPORT

The NSW PWI is now one of the strongest and most vibrant groups of rail minded members in the PWI worldwide. The success has been achieved through the excellent and well attended events arranged by a tireless volunteer Committee and the significant material and financial support provided by our Corporate Members.

Our Enhanced Corporate Members and Corporate Members enable us to make all our event affordable to wide cross section of people across the Rail Industry. The support the Committee receives has enabled us to continue to run first class events and offer the best value events for our members. This includes the best value one day annual conference in the Southern Hemisphere, 6 x Technical meetings in Sydney, at least two regional meeting per, the Annual Awards Night, Executive Breakfast events, and social event like the Winter Dinner and Annual Golf days. In addition, the PWI has a generous Cadet and Mentoring Program to attract and retain young students into the Rail Industry.

WHERE TO FROM HERE? THE NEXT 50 YEARS

The recent establishment of the National Executive Steering Committee to provide strategic alignment and collaboration across the various Permanent Way Institute (PWI) chapters in Australia (NSW, QLD, SA, Vic) and drive a more unified agenda. This will be in the context of the broader initiative to nationalise the PWI in Australia and possibly in New Zealand and form a National PWI (Aus/NZ). This including the establishment of new chapters in those regions where the PWI is not currently represented.

The NESC will initially serve as the governing body responsible for decision-making and resource allocation, for the potential establishment of a National PWI and thus ensuring the long-term success of the National PWI.

The Introduction of the National PWI Fellowship grade (aligning with the PWI-UK equivalent grade), Achieving PWI Fellowship elevates a members professional standing, enhances recognition of their expertise, broadens their professional networks, and acknowledges their commitment to PWI. This accolade is more than just a title; it is a testament to our members' dedication, skill, and leadership. Introducing this grade aims to inspire our members to strive for excellence and set a benchmark for professional achievement within the industry.

To continue working with key Industry partners and Government Rail Authorities to drive the expansion of the PWI Cadet program particularly within Regional NSW, through partnerships.

Continue to develop and formalise strategic partnerships that can benefit our members like the RT Health and Rail Express partnerships.

The PWI NSW maintains the very strong emphasis on knowledge sharing across the rail industry, with a specific interest in Rail Infrastructure Engineering,

Our future is to continue to drive and focus on our Strategic Pillars.



COMMUNITY

Fostering a daily diverse rail community, give our members a sense of belonging and unity, nurture the sense of being part of the rail family.



KNOWLEDGE

Opportunities to share technical knowledge, grow technical expertise, learn about our industry and our members.



PATHWAYS

Support growth and career pathway development for our Community, increase training and technical competency, create an environment for people to connect.



RELEVANCE

Work with our industry partners/colleagues to support and drive the rail agenda, maintain a relevant and informed membership, make sure we have a sustainable long-term industry.



COMMUNITY • PATHWAYS • KNOWLEDGE • RESILIENCE

www.pwinsw.org.au

Over the past 50 years the PWI NSW has continuously delivered technical papers on building, managing and maintaining the Permanent Way. These papers have been delivered through a combinations of technical sessions, conventions and more recently lunch and learn sessions all aimed at disseminating information across the industry. In the early years the written record of these sessions was contained in quarterly journals which recorded the paper topics and other discussions.

From 1979, The PWI NSW began publishing a separate journal for the annual convention which began being held at the Sydney Hilton. Below is a copy of the cover page and a brief summary of the topics covered in each journal.



1974

This convention included papers on Rail Design, finding rail defects, rail fastenings (precursor to Pandrol), bridging the Hunter river at Singleton and overseas rail transport including film on track laying in Canada.

1975

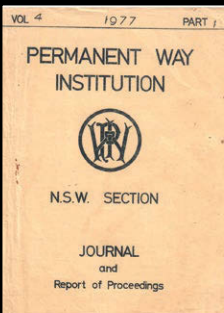
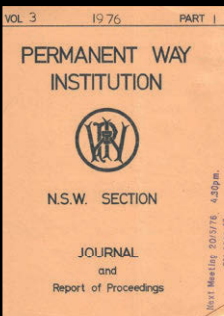
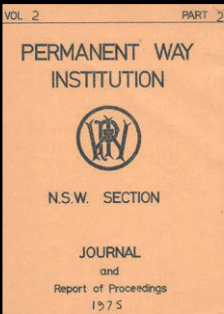
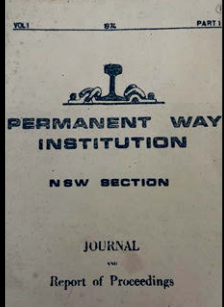
This convention included papers on Mechanisation including resourcing, measurement of standards, cane railway mechanisation, new machines, the problems of mechanisation and a film mechanised maintenance.

1976

This convention included a Series of papers on the History & Engineering Involved in the Eastern Suburbs Railway, including a site visit to the Eastern Suburbs railway as far as rails have been laid.

1977

This convention was planned to be held on the 28th and 29th October 1977 however it was cancelled due to the Granville train disaster which occurred on the 18th Jan 1977.





1978

This convention included presentations on the PWI conventions in Malaysia and York. There was also a series of papers on the Zig Zag Tunnel Project, with reports given on soils investigation, earthworks, concrete laying, and track bed construction and the overall planning.

1979

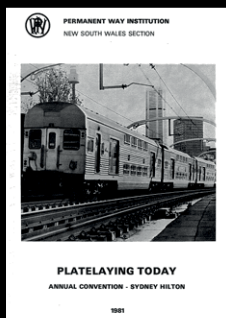
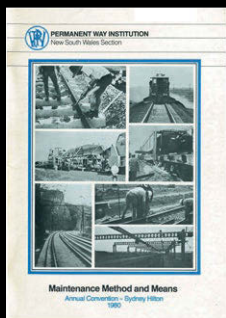
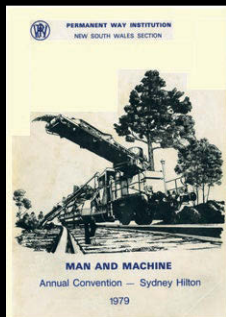
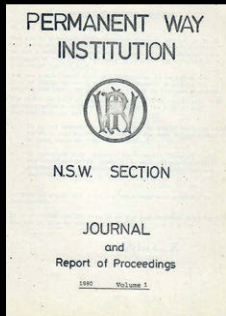
The theme of Man and Machine is delivered through papers on mechanisation, human machine interactions, instrumentation to improve safety, and designing machines to meet the needs.

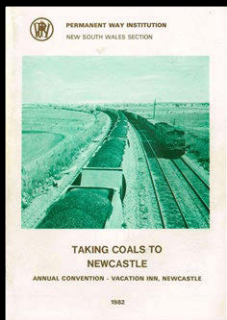
1980

The theme of Maintenance Method and Means is delivered through papers on the changes to track maintenance due to modern equipment, the changes in career progression, the effects of heavy haul and concrete sleepers on maintenance.

1981

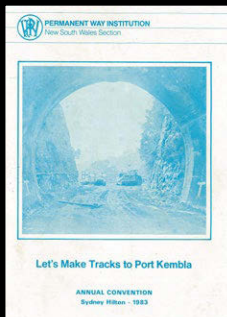
The theme of Platelaying Today is delivered through papers on track construction and renewal across diverse areas including heavy freight, major passenger junctions, repair shops, cane railways and the reuse or cascading of rail assets.





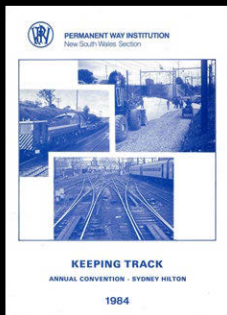
1982

The theme of Taking Coals To Newcastle is delivered through papers on track construction for 30t axle loads, upgrades, maintenance then and in the future with broader look at interstate and international experience.



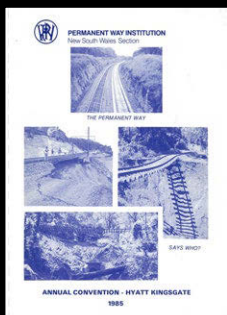
1983

The theme of Let's Make Tracks to Port Kembla is delivered through papers on track strengthening, geotechnical investigations, track drainage in tunnels, coal mining beneath the railway, and aspects of a 2nd link up the escarpment.



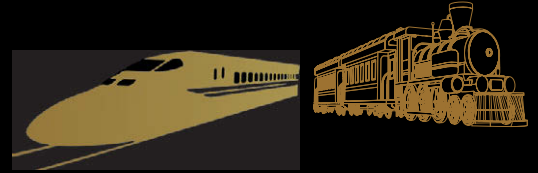
1984

The theme of Keeping Track is delivered through papers on upgrades in the Illawarra, East Hills, and the Hunter Valley, diamond crossings and turnouts and the track Relaying Machine.



1985

The theme of Permanent Way — Says Who? is delivered through papers on what is needed for the way to be permanent, issues when the way is not permanent and ways to make it more permanent.



1986

The theme of More than just a Pretty Track is delivered through a range of 14 papers covering vegetation, Overhead Wiring, ballast Cleaning, Welded Track Stability, Bridge replacement.

1987

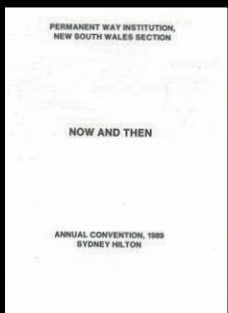
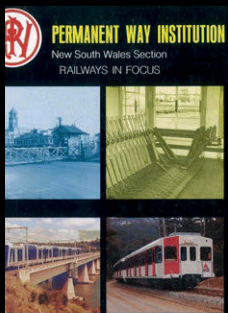
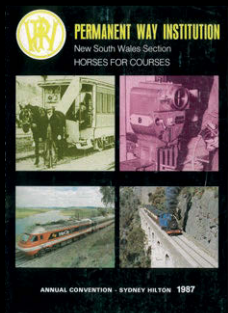
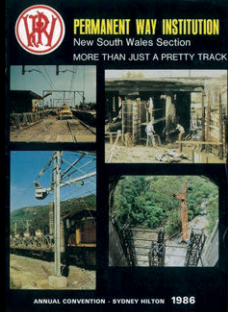
The theme of Horses for Courses is delivered through 13 papers on track relaying, bridge works, modern tamping machines, fencing, embankments, turnouts, track alignment, the proposed Avon Tunnel and high speed swing nose turnouts.

1988

The theme of Railways in Focus is delivered through papers on Cowan Bank reconstruction, Tangara Trains, SkiTube, Level Crossings, Derailment Investigations and British Rail Track Inspection.

1989

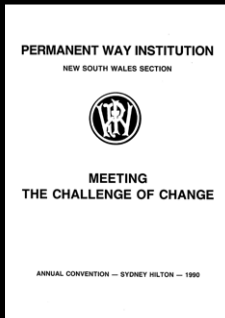
The theme of Now and Then is delivered through papers on the City Underground, Access Roads and Drainage, VFT to Melbourne, Track Maintenance in USA, Heritage and Environment.





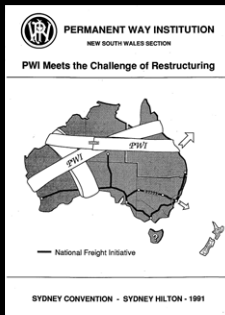
1990

The theme of Meeting the Challenge of Change is delivered through papers on Old Stories, the Customer, Major Disasters, The beginning of long shutdowns, Mine Subsidence and all things sent to make life hard.



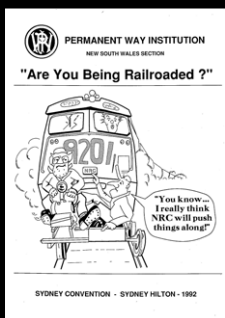
1991

The theme of The Challenge of Restructuring is delivered through papers on the restructuring in NSW, Victoria, Queensland and New Zealand.



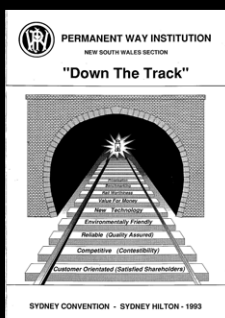
1992

The theme of Are you Being Railroaded? is delivered through papers on National Rail, Priority Freight Projects, TMCS, Rail Lubrication on tangent track Signalling plans.



1993

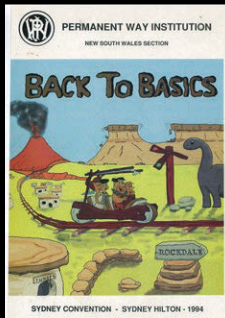
The theme of Down the Track is delivered through papers on Stanwell Park Viaduct, Cooks River, City Underground, The Australian Sugar Industry, Tangential Turnouts, and Quality Assurance.





1994

The theme of Back to Basics is delivered through papers looking back to the beginnings of the PWI in NSW, track Maintenance, job redesign, best practice, derailments and underbridge reconstruction.



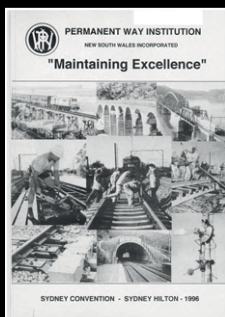
1995

The theme of Tunnelling, Tracking, Tilting, Titillating is delivered through papers the Airport line, Tilt Trains, Light Rail, Eurotunnel, London Underground, Gauge Conversion in SA, One Nation and Railways at War.



1996

The theme of Maintaining Excellence is delivered through papers on Australian Track Standards, Excellence in Maintenance, Airport Line Construction, RAC, Maintenance in WA, Parramatta river underbridge Camellia, Enfield and Hurstville Junction.



1997

The theme of Challenging the Next Millenium is delivered through papers on Track Access Australia, Broken Hill Floods, Sydney Canberra very High Speed Train, Homebush Bay Rail Link and Light Rail.





1998

The theme of From Iron Horse to Silver Service is delivered through papers on The Sugar Cane Railways, a look back on engineering practice changes, and various project management techniques introduced.

1999

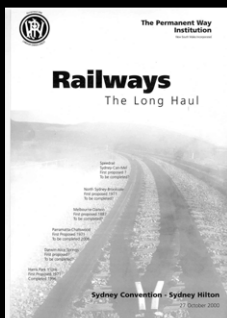
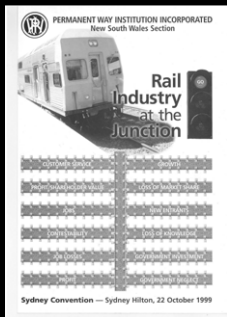
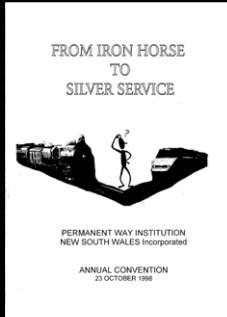
The theme of Rail Industry at the junction is delivered through papers on Integrated Approach to Track Asset Management, Genesis of InLand Rail or Melbourne to Darwin Railway, The NSR nears completion, Perway vs Signalling, and Wheel Squeal.

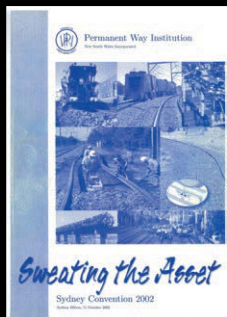
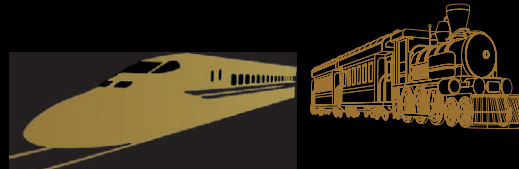
2000

The theme of Railways — The Long Haul is delivered through papers on Darwin to Alice Springs, Parramatta Rail Link, Waynet, Safe working and a panel on How Australia is Exporting Rail Expertise Overseas.

2001

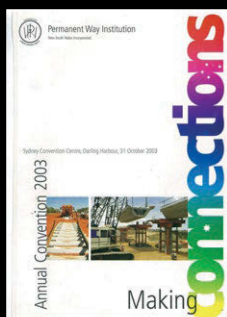
The theme of Railways— The Strongest Link is delivered through papers on Mutant Bridges, North West Floods, Perway in Hong Kong, AK Car, Hunter Valley Export Coal, Alice Springs to Darwin, Air Train and Bangkok Blue Line.





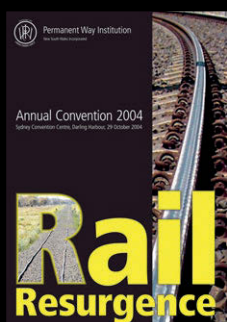
2002

The theme of Sweating the Asset is delivered through papers on large area landforms, PRL, Future development of Sydney rail network, Asset Management by a user, Botany Goods Line, Pilbara Railways, Dublin Light Rail and cane railways.



2003

The theme of Making Connections is delivered through papers on PRL and noise generation, inter dispersant of concrete sleepers, Mechanised Track Patrol, Hong Kong West Railway, Alice Springs to Darwin and Perth to Mandurah.



2004

The theme of Rail Resurgence is delivered through papers on Epping to Chatswood, New Southern Railway maintenance, Concrete Slab Track, Clearways, Waterfall derailment, Rail Management, Cane Railways.



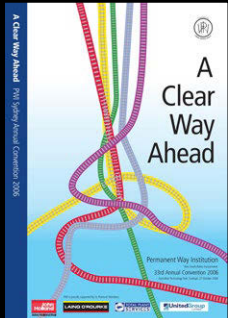
2005

The theme of 150 Not Out is delivered through papers on The First Railway, The Whitton Years, Bradfield, Railway Mechanisation, Rail Today, The Future.



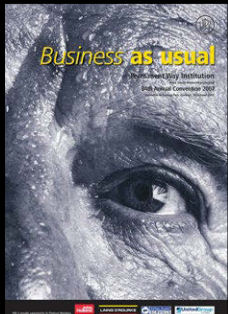
2006

The theme of A Clear Way Ahead is delivered through papers on Clearways, Metropolitan Rail Expansion, Clear ways for Freight, Clearways for Country, resilient Track for Clearways and keeping the Way Clear.



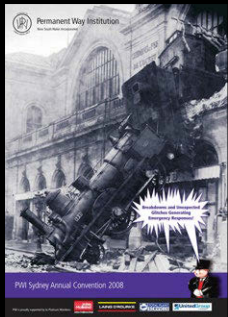
2007

The theme of Business as Usual is delivered through papers on Regulation, Chatswood Interchange, ECRL Track, Concrete Re-sleepering on the SIA, 1500km of Track from Wagga, Hunter Valley Storm Repairs.



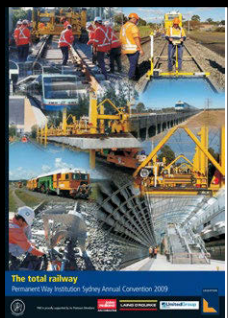
2008

The theme of BUGGER is delivered through papers on Surviving Derailments, Middleborough Road, Geotechnical Issues, Mining Subsidence, Rail Grinding -The QR Journey, Breakdowns and Unexpected Glitches Generating Angst — BUGGA.



2009

The theme of The Total Railway is delivered through papers on Rail Heritage, Rail Squat Defects, Track bed failure, Hunter Valley Rail Network, Australia's First Metro Line, Regulating Rail Safety.





2010

The theme of Global Perspective is delivered through papers on The UK Perspective, The US Perspective, The Hong Kong Perspective, The North South Link in Saudi Arabia, Granville, the Untold Story, Systems Engineering.

2011

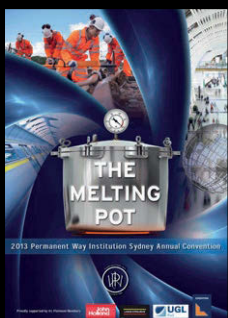
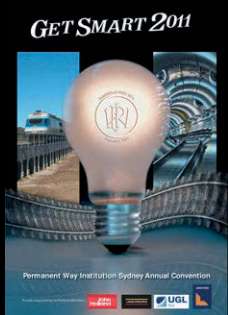
The theme of Get Smart is delivered through papers on Smart Solutions for Freight, Asset Management Strategies, Track - the Electrical Asset, South West Rail Link, Heavy Haul Turnouts, High Speed Rail Study.

2012

The theme of The Next Generation is delivered through papers on Track Engineer as Asset Manager, Monitoring of Rail Grinding, Wheel to Rail Interface and Signalling, South Morang Rail Extension, Management of the CRN, How Do We Meet the Challenges and Opportunities?

2013

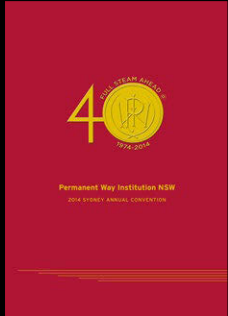
The theme of The Melting Pot is delivered through papers on ASA, Embankment Widening, Cox's Creek, CRN One Year On, South West Rail Link, Sydney's Rail Future.





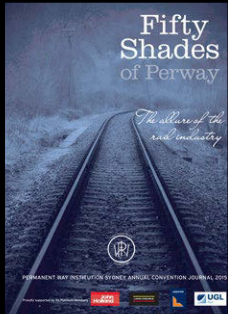
2014

The theme of Full Steam Ahead is delivered through papers on Turnouts with a Twist, bringing light rail to Sydney's streets, Melbourne to Brisbane Freight, Routine Maintenance, NWRL, The Next 40 Years.



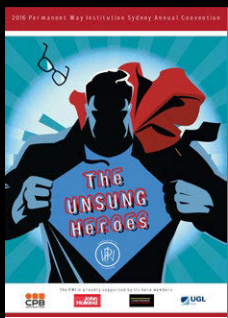
2015

The theme of Fifty Shades of Perway is delivered through papers on Fractured History of Rail, Driverless Trains, Black and White of a Rail Project, New Shade of Transport, Panel — The Rail Family.



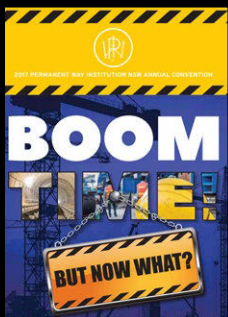
2016

The theme of Unsung Heroes is delivered through papers on Cobar Private Network, Welding, Game Day Leadership, Life Extension of Sydney Central Flying Junction, New Track Slab Alternative.



2017

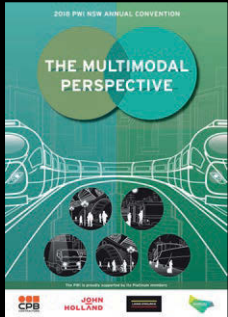
The theme of Boom Time but Now What? is delivered through papers on Keeping Sydney Moving, Stretching the Maintenance Dollar, Maintaining The Assets Beyond The Boom, Building Inland Rail.





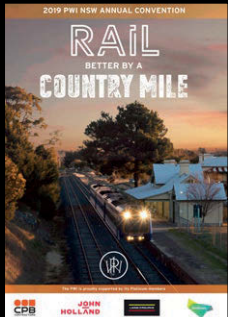
2018

The theme of The Multimodal Perspective is delivered through papers on Multimodal Service Delivery, Newcastle Integrated Transport Network, Inland Rail, Integrated Transport Development.



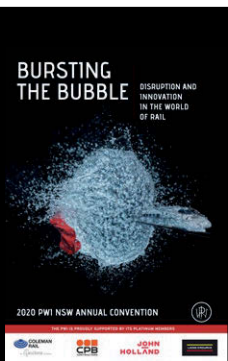
2019

The theme of Rail, Better by a Country Mile is delivered through papers on 1855 and All That, Maintaining Regional Rail, The Fixing Country Program, A Fast Rail Future, Switch Maintenance, Future Transport Needs.



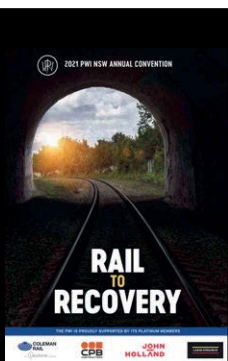
2020

This convention was a virtual convention due to isolation requirements. The theme of Bursting The Bubble is delivered through papers on Demand Responsive Transport, AR and VR Technologies, Meet Caroline Wilkie, leverage digital twins, An incipient moment in rail.



2021

This convention was a virtual convention due to isolation requirements. The theme of Rail to Recovery is delivered through papers on UGL Regional Linx and the CRN, Delivering Sydney Metro, Building A Stronger Freight Future, Re-imagining Central Precinct.



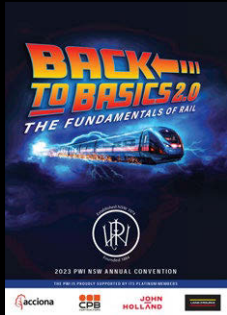
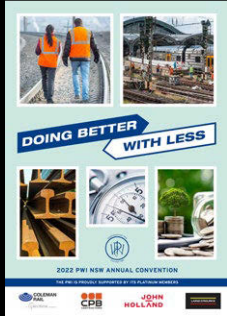


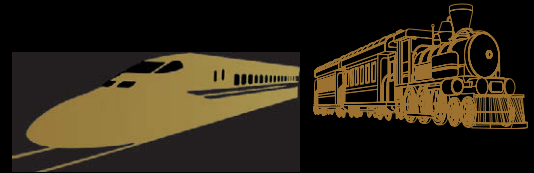
2022

The theme of Doing Better With Less is delivered through papers on Collaborating with Intent, What is Lean Construction, Digital Engineering, A weekend for every worker, Embedded in Rail DNA, Innovations in traction power, Chullora Electrical Learning Centre.

2023

The theme of Back to Basics 2.0 is delivered through papers on old school track maintenance, new technology doing what we always tried to achieve and a look at new track work built to last.





EXECUTIVE COMMITTEE



Mark Harris
President
Chair, Winter Dinner Subcommittee



Patrick Man
General Secretary



Ben Crooks
Treasurer



Steve Naumovski
Vice President | Events Manager | Membership Secretary | Chair, Convention Subcommittee
| Chair, Awards Night Subcommittee



Jenny Valentino
Marketing and Communications Manager



Mark Butler
Assistant Treasurer



Dan Colisson
Operations Manager
Chair, Golf Day Subcommittee



Natalie-eve Gambell
Events Coordinator and Admin Support



Neil Hobden
Technical Manager



Stuart Sutherland
Training and Development Manager





COMMITTEE



David Spiteri
Chair, Risk Subcommittee



Rebecca Want
Executive Breakfast Subcommittee Chair



Louis Petroulias
Electrical Subcommittee Chair



Alex Black
Technical Meetings Subcommittee Chair



Rob Macdonald
Lunch and Learn Lead



Luke Pleasance
Country Subcommittee Meeting Chair



Regina Wooton
Chair, Site Visits Subcommittee



Dylan Miller
Chair, Challenge Day Subcommittee



Abdul Jamal



Julian Sharp



Ray Slaverio



Scott Chapman



Nagajyothi Lolla



Mark White



Derya Thunhorst



Bree Stonestreet



Garth Benyon



Luke Cunningham



Alia Kariamman















Joao Parames



2024 PWI Committee Members (continued)



 <p>Sean Sarenac</p> 	 <p>Angela Farrell</p> 
 <p>Dale Smith</p> 	 <p>Michael Bourke</p> 
 <p>Joanna Sylvester</p> 	 <p>Callum Bradley</p> 

LIFE MEMBERS

Name	Member since	Name	Member since
Stan Bobridge	1974	Peter Boonstra	1983
David Bull	1976	Glenn Dewberry	1985
Dennis Dobson	1975	Bob Ford	1984
William Fowler	1975	Frank Franklyn	1974
Kevin Golledge	1984	Ross Gordon	1974
John Gorman	1974	Don Hagarty	1974
Mark Harris	1985	Michael Hickey	1976
Barry Lees	1974	Laurie Mills	1974
Tania Page	2006	Allan Pidgeon	1974
David Roberts	2002	Kevin Ryan	1974
Ken Sherwood	1991	Ken Swan	1974

Acknowledgement to Past PWI Committee Members



NSW PWI Committee History – From Inception (1974 to 2024)

Year	President	Vice President	Secretary	Treasurer	Committee Members	Patron
1974	E.R. Gordon	F. Franklyn, A.E. Coote	K. Swan	D. Hagarty	*I. McIntosh, B. Robins, B. Armour	P.H. Shirley

*Committee members elected at the 2nd general meeting on the 23rd May 1974.

Year	Chairman	Vice Chairman	Secretary	Asst Secretary	Treasurer	Committee Members	Patron
1975	F. Franklyn	A.E. Coote, R. D. Christie	K. Swan	N/A	D. Hagarty	W. Benedikovics, I. McIntosh, S. Bobbridge	P.H. Shirley
1976	F. Franklyn	R. Schwarzer, D. Dobson	K. Swan	V. Zelinka	D. Hagarty	G. Main, G. Bramall, E. Gordon, K. Nash	A.S. Reiher
1977	F. Franklyn	R. Schwarzer, D. Dobson	K. Swan	V. Zelinka	D. Hagarty	G. Main, G. Bramall, D. Tritton, E. Gordon, K. Nash	A.S. Reiher
1978	F. Franklyn	R. Schwarzer	D. Dobson	N/A	K. Swan	V. Zelinka, D. Hagarty, G. Main, G. Bramall, K. Nash, D. Tritton	A.S. Reiher

Year	Vice President	Chairman	Vice Chairman (Sydney)	Vice Chairman (South)	Vice Chairman (West)	Vice Chairman (North)	Secretary	Asst. Secretary	Treasurer	Editor	Committee Members	Patron
1981	D. Neil	F. Franklyn	D. Archer,D. Dobson, K. Swan	G. Camp	B. Lees	G.R. Minchin	D. Hyland	V. Zelinka	D. Hagarty	N/A	S. Bobridge, R. Jeffs, S. McPherson, K. Nash, K. Erickson, K. Moore	D. Hill
1982	D. Neil	F. Franklyn	D. Archer,D. Dobson	N/A	B. Lees	G.R. Minchin	D. Hyland	V. Zelinka	D. Hagarty	K. Erickson	R. Jeffs, S. Maxwell, G. Camp, G. Macefield, S. McPherson	D. Hill
1983	D. Neil	F. Franklyn	S. Maxwell, D. Dobson	N/A	B. Lees	W. Kinscher	D. Hyland	V. Zelinka	A. Pidgeon	K. Erickson	A. McKay, K. Moore, S. McPherson, M. Hickey, J. Broadley, R. Jeffs, R. Backhouse	D. Hill

Year	Vice President	Vice Chairman (Metro)	Vice Chairman (Private Industry)	Vice Chairman (West)	Vice Chairman (North)	Vice Chairman (South)	Editor	Secretary	Asst. Secretary	Treasurer	Committee Members	Patron
1984	R. Schwarzer	S. Maxwell	K. Moore	B. Lees	W. Kinscher	A. McKay	K. Erickson	K. Erickson	R. Backhouse	A. Pidgeon	D. Neil, F. Franklyn, J. Gorman, M. Hickey, A. Skeen, G. Camp	D. Hill
1985	R. Schwarzer	S. Maxwell	J. Gorman	B. Lees	W. Kinscher	P. Turner	M. Hickey	K. Erickson	R. Backhouse	A. Pidgeon	R. Backhouse, D. Neil, S. McPherson, A. Skeen, D. Hyland, D. Tritton, L. Di Bartolomeo	D. Hill
1986	R. Schwarzer	S. Maxwell	J. Gorman	B. Lees	S. Smith	N/A	M. Hickey	K. Erickson	R. Backhouse	A. Pidgeon	D. Neil, S. McPherson, A. Skeen, D. Hyland, W. Kinscher, L. Di Bartolomeo	D. Hill

Year	Vice President	Vice Chairman (Metro)	Vice Chairman (Private Industry)	Vice Chairman (West)	Vice Chairman (North)	Vice Chairman (South)	Secretary	Asst. Secretary	Treasurer	Editor	Committee Members	Patron
1987	K. Ryan	S. Maxwell	J. Gorman	B. Lord	P. Turner	R. Smith	K. Erickson	R. Backhouse	A. Pidgeon	M. Hickey	D. Neil, R. Francis, D. Hyland, W. Kinscher, M. Di Bartolomeo, D. Hassall	P. Johnson
1988	K. Ryan	O. Henry	J. Gorman	B. Lord	P. Turner	R. Smith	M. Hickey	R. Backhouse	A. Pidgeon	D. Hassall	M. Di Bartolomeo, S. Maxwell, K. Erickson, D. Hyland, D. Dobson, J. Haug, N. Tattersall	R. Schwarzer

Year	Vice President/ Chairman	Vice Chairman (Metro)	Vice Chairman (Private Industry)	Vice Chairman (West)	Vice Chairman (North)	Vice Chairman (South)	Secretary	Membership Secretary	Asst Secretary	Treasurer	Editor	Committee Members
1989	K. Ryan	O. Henry	J. Gorman	B. Lord	P. Turner	D. Smith	M. Hickey	K. Aranjo	R. Backhouse	M. Di Bartolomeo	D. Hassall	B. Lees, A. Pidgeon, D. Dobson, J. Haug, I. McIntosh
1990	K. Ryan	O. Henry	J. Gorman	N/A	P. Turner	N/A	M. Hickey	B. Fowler	R. Backhouse	G. Hassall	D. Hassall	D. Hyland, B. Lees, A. Logan, D. Dobson, J. Haug, I. McIntosh
1991	K. Ryan	J. Stead	J. Gorman	G. Clark	P. Turner	P. Hanraham	M. Hickey	B. Fowler	R. Backhouse	G. Hassall	D. Hassall	D. Hyland, A. Logan, D. Howarth, B. Lees, J. Haug, I. McIntosh
1992	K. Ryan	J. Stead	J. Gorman	G. Clark	P. Turner	P. Hanraham	M. Hickey	B. Fowler	R. Backhouse	G. Hassall	D. Hassall	D. Hyland, A. Logan, J. Curran, B. Lees, J. Haug, A. Barham
1993	M. Hickey	J. Stead	J. Gorman	G. Clark	T. Brady	R. Bruce	B. Fowler	N/A	R. Backhouse	G. Hassall	A. Logan	D. Hassall, M. Owens, P. Alldis, J. Haug, B. Lees, A. Barham

Year	Vice President	Vice Chairman (Metro)	Vice Chairman (Private Industry)	Vice Chairman (West)	Vice Chairman (North)	Vice Chairman (South)	Secretary	Membership Secretary	Treasurer	Asst Secretary	Editor	Committee Members
1994	M. Hickey	J. Stead	J. Gorman	G. Clark	T. Brady	R. Bruce	B. Fowler	N/A	G. Hassall	R. Backhouse	A. Logan	L. Bonomi, M. Owns, B. Lees, J. Haug, A. Barham
1995	M. Hickey	J. Stead	J. Gorman	G. Clark	T. Brady	D. Franzi	B. Fowler	D. Bull	G. Hassall	R. Backhouse	A. Logan	L. Bonomi, M. Owns, B. Lees, J. Haug, A. Barham

Year	Vice President	Vice Chairman (Metro)	Vice Chairman (Private Industry)	Vice Chairman (West)	Vice Chairman (North)	Vice Chairman (South)	Secretary	Membership Secretary	Treasurer	Asst Secretary	Editor	Committee Members
1996	M. Hickey	J. Stead	J. Gorman	G. Clark	T. Brady	D. Franzi	B. Fowler	D. Bull	G. Hassall	R. Backhouse	A. Logan	J. Haug, L. Bonomi, P. Alldis, M. Owens, C. Glaysher, B. Lees, A. Barham
1997	M. Hickey	J. Stead	J. Gorman	G. Clark	L. Greentree	D. Franzi	B. Fowler	D. Bull	G. Hassall	R. Backhouse	A. Logan	J. Haug, L. Bonomi, P. Alldis, M. Owens, C. Glaysher, B. Lees, A. Barham, P. Boonstra, M. Harris

Acknowledgement to Past PWI Committee Members (continued)



Year	President	Chairman (Metro)	Chairman (Private Industry)	Chairman (West)	Chairman (North)	Chairman (South)	Secretary	Treasurer	Editor	Membership Secretary	Committee Members
1998	M. Hickey	J. Stead	J. Gorman	G. Clark	L. Greentree	D. Franz	B. Fowler	G. Hassall	A. Logan	D. Bull	J. Haug, L. Bonomi, P. Alldis, M. Owens, C. Glaysher, B. Lees, A. Barham, P. Boonstra, M. Harris, F. Mau
1999	M. Hickey B. McComas (Vice President)	J. Stead	J. Gorman	G. Clark	L. Greentree	D. Franz	B. Fowler	G. Hassall	P. Boonstra	D. Bull	J. Haug, L. Bonomi, P. Alldis, C. Glaysher, B. Lees, B. Lord,M. Harris, M. White, C. Hobart, L. Daniel
2000	M. Hickey B. McComas (Vice President)	J. Stead	J. Gorman	G. Clark	G. Butler	N/A	B. Fowler	Q. Potter	M. Taylor	D. Bull	R. Backhouse,J. Haug, L. Bonomi, C. Glaysher, K. Sherwood, B. Lord, M. Harris, M. White, C. Hobart, B. Taylor, L. Daniel
2001	M. Hickey	J. Stead	J. Gorman	G. Clark	L. Greentree	G. Butler	P. Boonstra	Q. Potter	M. Taylor	D. Bull	B. McComas, M. White, B. Taylor, C. Hobart, K. Sherwood, R. Backhouse, S. Ford, B. Ford, J. Gorman, C. Glaysher, M. Harris

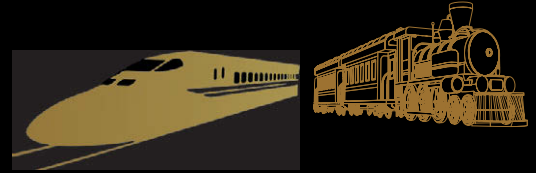
Year	President	Secretary	Treasurer	Editor	Membership Secretary	Committee Members
2002	M. Harris	P. Boonstra	G. Dewberry	D. Armstrong	D. Bull	R. Backhouse, L. Daniel, S. Ford, M. Hickey, B. McComas, J. Stead, G. Clark, B. Ford, J. Gorman, B. Lord, K. Sherwood, M. White
2003	M. Harris	P. Boonstra	G. Dewberry	D. Armstrong	D. Bull	R. Backhouse, G. Clark, B. Ford, J. Gorman, B. Hogan, K. McCawley, D. Roberts, J. Stead, K. Christie, L. Daniel, S. Ford, M. Hickey, B. Lord, B. McComas, K. Sherwood, M. White
2004	M. Harris	P. Boonstra	G. Dewberry	D. Armstrong	D. Bull	G. Clark, B. Ford, J. Gorman, B. Hogan, K. McCawley, D. Roberts, G. Stamboulis, M. White, K. Christie, L. Daniel, S. Ford, M. Hickey, B. Lord, B. McComas, K. Sherwood, G. Wannan
2005	M. Harris	P. Boonstra	G. Dewberry	D. Armstrong	D. Bull	J. Brown, G. Clark, B. Ford, J. Gorman, B. Lord, B. McComas, K. Sherwood, G. Wannan, B. Yardley, K. Christie, L. Daniel, S. Ford, M. Hickey, K. McCawley, D. Roberts, G. Stamboulis, M. White
2006	M. Harris	P. Boonstra	G. Dewberry	D. Armstrong	D. Bull	J. Brown, G. Clark, B. Ford, J. Gorman, B. Lord, B. McComas, K. Sherwood, G. Wannan, B. Yardley, K. Christie, L. Daniel, S. Ford, M. Hickey, K. McCawley, D. Roberts, G. Stamboulis, M. White
2007	M. Harris	P. Boonstra	G. Dewberry	D. Armstrong	T. Page	J. Brown, K. Christie, L. Daniel, S. Ford, J. Gorman, B. Lord, B. McComas, K. Sherwood, S. Sutherland, G. Wannan, B. Yardley, D. Bull, G. Clark, B. Ford, K. Golledge, M. Hickey, K. McCawley, D. Roberts, G. Stamboulis, P. Tompsett, M. White
2008	M. Harris	P. Boonstra	G. Dewberry	L. Anderson	T. Page	D. Armstrong, K. Christie, L. Daniel, B. Ford, K. Golledge, M. Hickey, D. Roberts, G. Stamboulis, G. Wannan, B. Yardley, J. Brown, G. Clark, S. Fleck, S. Ford, J. Gorman, K. Lingabala, K. Sherwood, P. Tompsett, M. White
2009	M. Harris	P. Boonstra	G. Dewberry	L. Anderson	T. Page	D. Armstrong, J. Brown, K. Christie, G. Clark, L. Daniel, S. Fleck, B. Ford, S. Ford, K. Golledge, J. Gorman, M. Hickey, K. Lingabala, D. Roberts, K. Sherwood, G. Stamboulis, S. Sutherland, G. Wannan, M. White
2010	M. Harris	P. Boonstra	G. Dewberry	S. Sutherland	T. Page	D. Armstrong, R. Bowden, J. Brown, G. Clark, S. Cook, L. Daniel, S. Fleck, B. Ford, S. Ford, G. Gearin, K. Golledge, J. Gorman, M. Hickey, D. Hislop, K. Lingabala, D. Roberts, K. Sherwood, D. Spiteri, G. Stamboulis, G. Wannan, R. Westbury, M. White
2011	M. Harris	S. Cook	G. Dewberry	S. Sutherland	T. Page	D. Armstrong, G. Gearin, R. Bowden, J. Brown, M. Hickey, G. Wannan, G. Clark, K. Lingabala, M. White, L. Daniel, S. Fleck, K. Golledge, R. Ford, D. Roberts, D. Spiteri, S. Ford, D. Hislop, P. Boonstra, M. Bell, M. O'Shea, K. Christie, C. Crump, J. Finlay
2012	M. Harris	S. Cook	G. Dewberry	S. Sutherland	T. Page	D. Armstrong, G. Gearin, R. Bowden, J. Brown, M. Hickey, G. Wannan, K. Christie, K. Lingabala, M. White, L. Daniel, S. Fleck, K. Golledge, R. Ford, D. Roberts, D. Spiteri, S. Ford, D. Hislop, P. Boonstra, M. Bell, M. O'Shea, C. Davis

Year	President	Secretary	Treasurer	Editor	Membership Secretary	Website Manager	Committee Members
2013	M. Harris	S. Cook	C. Davis	S. Sutherland	D. Armstrong	T. Page	D. Roberts, K. Golledge, P. Boonstra, D. Spiteri, L. Daniel, R. Bowden, G. Wannan, M. Bell, R. Ford, G. Dewberry, M. White, S. Fleck, G. Gearin, M. Hickey, K. Lingabala, M. O'Shea, G. Mackie, D. Collinson, M. Xerri, C. O'Donoghue, M. Butler, S. Chapman, R. O'Hanlon, J. Sharp
2014	M. Harris	S. Cook	C. Davis	G. Mackie	S. Sutherland	T. Page	K. Lingabala, K. Golledge, P. Boonstra, D. Spiteri, L. Daniel, R. Bowden, M. O'Shea, M. Bell, R. Ford, G. Dewberry, M. White, S. Fleck, M. Hickey, C. O'Donoghue, D. Collison, J. Sharp, D. Armstrong, M. Butler, M. Xerri, S. Chapman, R. O'Hanlon, S. Naumovski, S. Kenneally, D. Higgins
2015	M. Harris	P. Mann	C. Davis	G. Mackie	S. Sutherland	T. Page	K. Lingabala, K. Golledge, S. Chapman, D. Spiteri, L. Daniel, M. Xerri, M. O'Shea, M. Bell, D. Collison, M. Hickey, M. White, M. Butler, J. Sharp, C. O'Donoghue, D. Armstrong, S. Naumovski, G. Cottle, S. Haider, S. Mirza
2016	M. Harris	P. Mann	C. O'Donoghue	M. Xerri	S. Sutherland	D. Collinson	P. Boonstra, S. Chapman, K. Golledge, P. Hitchings, M. O'Shea, D. Spiteri, S. Brennan, S. Cook, S. Haider, K. Lingabala, Z. Sell, J. Tagg, M. Butler, G. Cottle, M. Hickey, S. Naumovski, J. Sharp, M. White
2017	M. Harris	P. Man	C. O'Donoghue	M. Xerri	P. Boonstra	D. Collison	M. Butler, S. Chapman, G. Cottle, S. Haider, P. Hitchings, R. Hummer, P. Nathakumaran, S. Naumovski, M. O'Shea, W. Perram, Z. Sell, J. Sharp, D. Spiteri, S. Sutherland, J. Tagg, S. Tamai, M. White, T. Woermann
2018	M. Harris	P. Man	C. O'Donoghue	M. Xerri	P. Boonstra	D. Collison	G. Beynon, M. Butler, S. Chapman, G. Cottle, N. Gambell, S. Haider, S. Husnain, J. Murray, P. Nanthakumaran, S. Naumovski, M. O'Shea, W. Perram, R. Rubalcaba, J. Sharp, D. Spiteri, M. White, T. Woermann
2019	M. Harris	P. Man	C. O'Donoghue	M. Xerri	P. Boonstra	D. Collison	G. Beynon, M. Butler, S. Chapman, G. Cottle, N. Gambell, S. Hasnain, A. Jamal, J. Murray, P. Nanthakumaran, S. Naumovski, W. Perram, R. Rubalcaba, J. Sharp, D. Spiteri, S. Sutherland, J. Wakefield, M. White



Year	President	Secretary	Treasurer	Asst Treasure	Editor	Membership Secretary	Website Manager	Committee Members
2020	M. Harris	P. Man	C. O'Donoghue	M. Butler	M. Xerri	S. Naumovski	D. Collison	G. Beynon, S. Chapman, N. Gambell, S. Hasnain, A. Jamal, P. Nanthakumaran, W. Perram, R. Rubalcaba, J. Sharp, R. Slaviero, D. Spiteri, S. Sutherland, J. Wakefield, M. White, L. Rees, E. Human
2021	M. Harris	P. Man	E. Human	M. Butler	M. Xerri	S. Naumovski	D. Collison	G. Beynon, J. Chan, S. Chapman, N. Gambell, S. Hasnain, A. Jamal, K. Middleton, P. Nanthakumaran, W. Perram, L. Rees, R. Rubalcaba, J. Sharp, R. Slaviero, D. Spiteri, S. Sutherland, J. Wakefield, M. White
2022	M. Harris	P. Man	B. Crooks	M. Butler	M. Xerri	S. Naumovski	D. Collison	G. Beynon, J. Chan, S. Chapman, N. Gambell, S. Hasnain, N. Hobden, A. Jamal, K. Middleton, P. Nanthakumaran, W. Perram, S. Sarenac, J. Sharp, R. Slaviero, D. Spiteri, S. Sutherland, J. Valentino, R. Want, M. White, L. Rees
2023	M. Harris	P. Man	B. Crooks	M. Butler	J. Valentino	S. Naumovski	D. Collison	G. Beynon, S. Chapman, L. Cunningham, A. Farrell, N. Gambell, N. Hobden, A. Jamal, N. Lolla, J. McLeod, K. Middleton, W. Perram, S. Sarenac J. Sharp, R. Slaviero, D. Spiteri, S. Sutherland, S. Tamai, R. Want, M. White, L. Rees
2024	M. Harris	P. Man	B. Crooks	M. Butler	J. Valentino	S. Naumovski	D. Collison	G. Beynon, S. Chapman, L. Cunningham, A. Farrell, N. Gambell, N. Hobden, A. Jamal, N. Lolla, L. Petroulias, S. Sarenac, J. Sharp, R. Slaviero, D. Spiteri, S. Sutherland, S. Tamai, R. Want, M. White, A. Black, A. Karaman, L. Pleasance, J. Parames, C. Bradley, D. Thunhorst, B. Stonestreet, R. MacDonald, R. Wooton, D. Miller, J. Sylvester

2024/2025 Enhanced Corporate Members



The PWI recognises the continued support we receive from our Enhanced Corporate Members:

Platinum Corporate Members



Regional Platinum Members



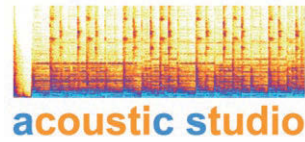
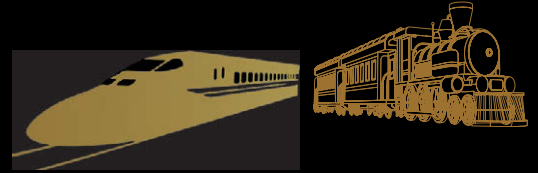
Gold Corporate Members





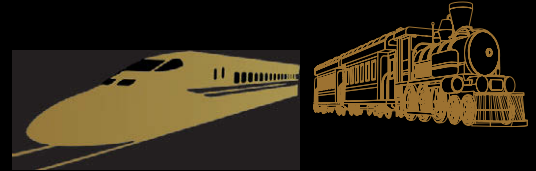
Silver Corporate Members







2024/2025 Corporate Members



**OVER
MORROW**
CONSULTING



Plateway



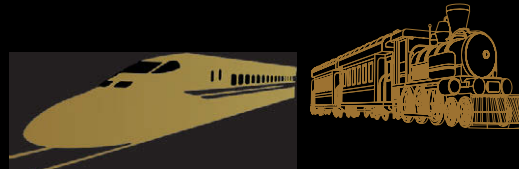
OCTOBER | 2024

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‘IN MEMORY OF DON HAGARTY’

The PWINSW Cadet Program commenced in 2021 with the aim of providing Permanent Way related track and electrical career opportunities for a small number of engineering students entering university. The Program provides an opportunity for students commencing a university engineering degree to fast-track Permanent Way skills development through targeted placements within a diverse range of rail organisations.

Different to most intern programs, the PWINSW Cadet Program provides support to students commencing 1st year university through to the end of their 3rd year. By the end of the participating student's 3rd year at university, our intention is that the Cadets have had exposure to design, construction, operations and maintenance through summer intern positions at supporting organisations as well as having completed a Certificate II in Railway Infrastructure.

As an incentive to attract and retain students through the program, the PWINSW has provided some financial contribution to the Cadets to offset the cost of university related study costs.

Currently we are sponsoring 4 Cadets who are at various stages through the Program, with 3 students having recently completed their third summer vacation work experience placement as well as completing the Core Units of a Certificate II in Rail Infrastructure, being organised by PWINSW. The 4 current Cadets are provided financial support by the PWINSW up to a maximum of \$10,000pa to go towards costs associated with their university studies. The PWI also provides mentoring, placement with PWI Corporate Member organisations and networking opportunities. Cadets have attended a range of PWINSW events and are now becoming involved in assisting on PWI Sub Committees.

As part of the Cadet Program the PWI facilitates industry placements, which are notionally 12 weeks in duration aligned with the summer university breaks. The industry placements are designed to ensure each Cadet achieves a desirable level of technical competence within a Permanent Way related field during their Cadetship.

A key benefit of the PWINSW being involved is the ability to mentor Cadets from within our Member base as well as the ability to facilitate appropriate industry experience through support of our Corporate Members.

The PWINSW Committee is a volunteer organisation and commenced the Cadet Program with the intention of bridging a gap in the industry, particularly at the school leaver level. A successful Cadet Program existed within State Rail for many years through the 70's, 80's and 90's. Many senior professionals across the Australian rail industry benefited from Cadet Programs, which at the time addressed skills shortages and provided similar opportunities the PWINSW are currently targeting.

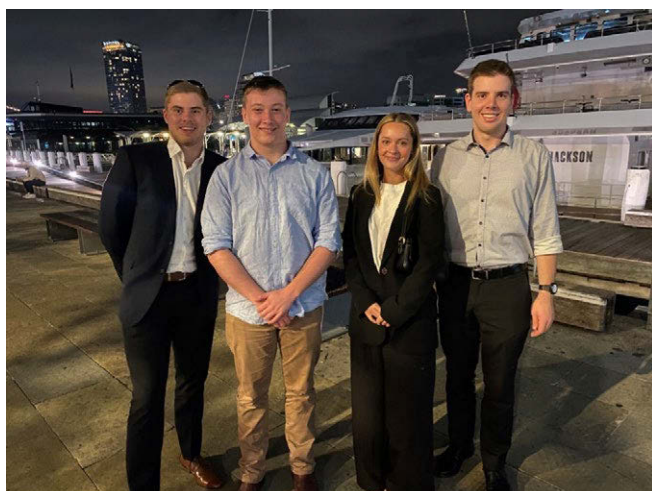
The PWI Cadet Program recognised the contribution of Don Hagarty in the branding of the PWI Cadet Program 'in memory of Don Hagarty'. Don was lifelong servant of the rail industry in NSW and held various senior roles in the NSW Government Railways throughout his career. Don along with Ken Swan were instrumental in setting up the Permanent Way Institution – NSW Branch in NSW in 1974. Don was heavily involved in the NSW Railways Cadet Program throughout his career, and so the PWI Cadet Sub Committee believed it was appropriate to respect his recent passing through association of Don with the PWI Cadet Program.

THE BENEFITS OF THE PWINSW CADET PROGRAM

The benefits of the existing PWINSW Cadet Program are wide ranging. At the direct level, the program provides an opportunity for university students who are just starting their studies to be mentored through intern positions whilst building Perway skills through the Certificate 2 in Rail Infrastructure. Our current cadets have had the opportunity to build their networks whilst being involved in PWINSW technical and networking events and working for Partners such as John Holland, SMEC, Acciona and West Coast Wilderness Railway Tasmania. The Cadets are also well advanced through their Cert 2 with the assistance of Southern Cross Rail Training (SCRT). These Cadets were initially selected through an application and shortlisting process with applicants sought directly through high schools. It is likely we are seeing the next generation of leaders in the rail industry come through the PWINSW Cadet program.

Our Partners benefit from greater exposure at the PWINSW technical and networking events. Partners have also attended Cadet functions and continue to benefit through the work delivered by these high calibre young professionals, who were selected and continued to be mentored by PWINSW volunteers.

The wider rail industry benefits through additional skilled young professionals entering the industry already having well developed relationships and a broad level of experience.



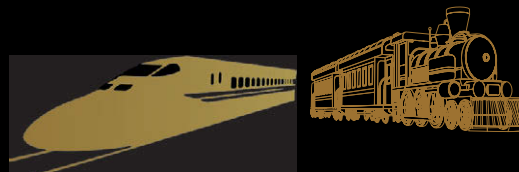
PWINSW Cadets: (from Left) Dan Morrissey, Liam Clowes, Natasha Graf and Declan McLerie at the PWINSW Cadet Dinner in November 2023



PWINSW Cadet Liam Clowes at the West Coast Wilderness Railway Depot January 2024

A note of thanks goes out to the PWINSW corporate members for supporting the Cadet program. Corporate members have various internal programs supporting staff who are entering the industry however through their sponsorship of the PWINSW, they are also contributing to the development of these cadets, which is greatly appreciated.

The PWINSW is currently working with major Network managers on an expansion of the program.



PWI CADETS



DANIEL MORRISSEY

Daniel commenced as a PWI Cadet in July 2021, whilst commencing 1st Year Civil Engineering at the University of Newcastle. Daniel is currently in fourth year and employed by SMEC in their Newcastle engineering office. Daniel completed his Certificate 2 in Rail Infrastructure in July this year after completion of the practical units at the SCRT training facility at Unanderra. Whilst employed by SMEC, Daniel has been provided many great consulting projects to work on including the Cowra Lines Concept Design. Daniel is a Newcastle local and a fine rugby union player.



NATASHA GRAF

Natasha commenced as a PWI Cadet in 2021 whilst midway through her Bachelor of Engineering Honours degree. Prior to commencing her Engineering degree Natasha had completed previous studies in business and marketing and also spent time with Engineers Without Borders on the Humanitarian Design Summit in Cambodia.

Natasha has since graduated from Swinburne University. Natasha has been worked directly for Acciona during her time as a PWI Cadet, where she spent a considerable amount of this time working on site, as part of the Acciona team delivering the Murray basin rail upgrade project.



DECLAN MCLERIE

Declan also commenced the program in 2021 as a first year UTS Electrical Engineering student. Through school, Declan spent much of his time playing high-level cricket and working as a volunteer, particularly for the Rural Fire Service which he still supports. Declan has been working for John Holland and most recently has been part of the team delivering the Wollie Creek substation project. Declan also coordinates the PWI Electrical subcommittee. Declan made the UTS 'Dean's List' in 2024 for outstanding academic achievement.



LIAM CLOWES

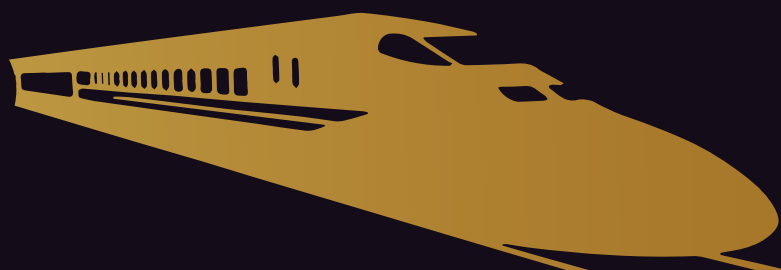
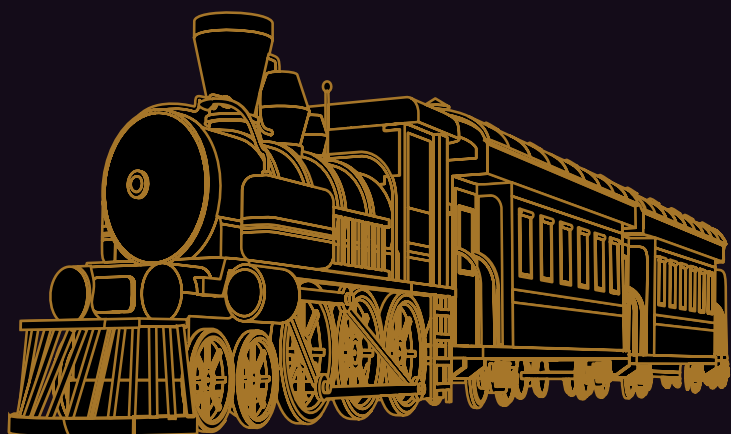
Liam commenced the cadet program in July 2023 whilst studying a Bachelor of Engineering at the University of Newcastle. Liam was provided a fantastic opportunity to work at the West Coast Wilderness Railways in remote Tasmania during his summer vacation at the end of 2023. His work experience included directly carrying out track maintenance and upgrades with the team along with supporting the senior staff in track and structures inspections. Liam has also since completed his Certificate 2 in Rail Infrastructure.

A big thanks to the PWI Corporate members for their support of the program, companies who have directly employed the cadets, Southern Cross Rail Training for delivering the Cert 2 and the Cadet Mentors including Mike Hickey and John Paff.

We look forward to providing details about the expansion of the program within major Network Managers over the coming months.

PWINSW Cadet Coordinator
Stuart Sutherland

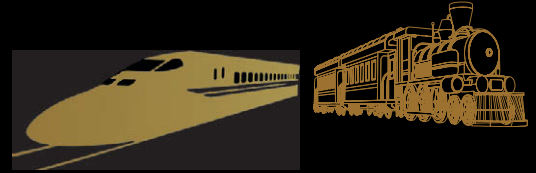
THE



PAST

DAY ONE

Keynote Address



The Honourable Jo Haylen MP

Minister for Transport NSW, Australia



Jo is proud to be leading the delivery of Australia's largest public transport pipeline, supporting the NSW economy, housing, and jobs.

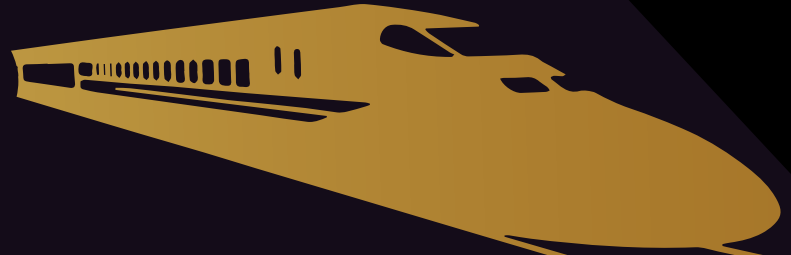
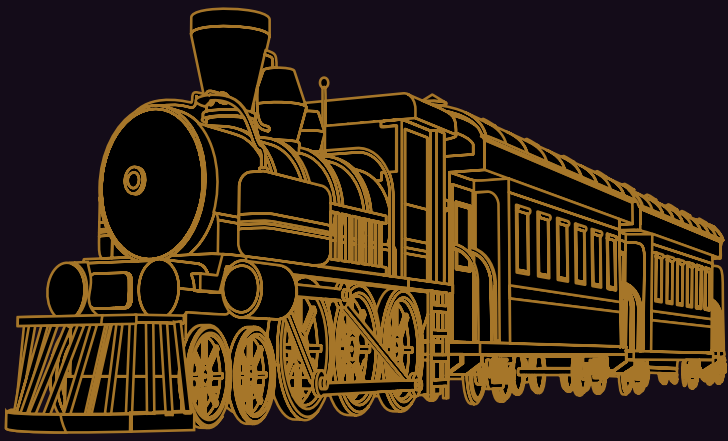
Jo has established vital reviews across the key modes of rail, bus and Sydney metro, working to restore resilience and reliability to the transport network while focusing on local jobs and manufacturing.

Jo is committed to equitable transport for all, passionately dedicated to building an accessible, inclusive, safe and integrated public transport system.

She has delivered groundbreaking policy to power NSW towards a cleaner future, including progressive zero emission targets with the Transport for NSW Net Zero and Climate Change Policy and Sustainable Infrastructure Program.

A proven and accomplished leader, Jo has extensive experience and dedicated service across local, state and federal politics. As only the second woman Minister for Transport in NSW history, she hopes to inspire future generations of women.

Jo is the Labor Member for Summer Hill, a vibrant and diverse community she takes great pride in representing.

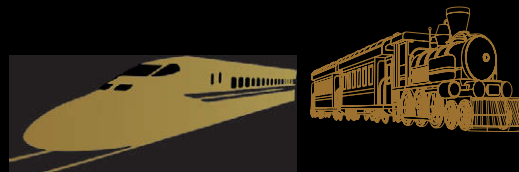


FIRST SESSION

Chairperson: Paul Dudding – CPB Contractors

**Presentation: Engineering Standard in NSW Railways, and the
Scourge of Mindless Compliance
John Paff**

**Presentation: The Development of OHW in the Sydney Trains
Network
Louis Petroulias / Paul Rizzo**



Paul Dudding

CPB Contractors

Paul has been involved in power and rail infrastructure for approaching 40 years, with experience in the UK, Africa and the middle East as well as the last 20 years in Australia where he has worked for many of the major tier 1 contractors across QLD, NSW and WA.

Previously General Manager for More Trains More Services and Alliance General Manager for Novorail, he is currently Operations Manager at CPB, where the now completed Parramatta Light Rail and Canberra Light Rail stage 2A fall within his remit.



Presentation 1 – Engineering Standard in NSW Railways, and the Scourge of Mindless Compliance



John Paff

WSP

John is currently a Technical Executive in the WSP Australia rail team where he provides technical guidance and direction to rail projects. His recent background includes 8 years as the TfNSW Lead Track Engineer within the old Asset Standards Authority, having the responsibility for track standards development and compliance.

Prior to that he had 5 years consulting, and 23 years in the old NSW government railway organisations, in all cases working in the areas of track design, construction and maintenance, and the interfaces between track and other engineering disciplines.

His involvement in the development and management of railway standards started in the early 1990s with SRA, then RSA and RailCorp standards, Australian standards via RiSSB and its predecessors, and more recently advising on track standards for other Australian and international networks.



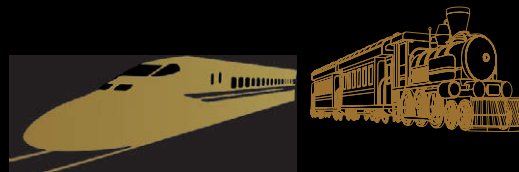
Abstract – The history of engineering standards in NSW railways and how our needs have changed over time (and the consequent rise of the scourge of mindless compliance)

John will give an explanation of how and why engineering standards were initially used within Australian government railway organizations such as in NSW, what role these standards served, and how they were followed and enforced in an environment where most work was carried out by employees of the government railway.

This will then be contrasted with the current world where large proportions of work are being carried out by consultants and contractors, where he will describe what types of guidance needs to be given to ensure the target outcomes. He will highlight the differences in the standards and specifications needed for these two disparate worlds.

John will then warn about the scourge of mindless compliance to standards and specifications that threatens the rail industry, and he will lead a call-to-arms in support of intelligent compliance.

Presentation 2 – The Development of OHW in the Sydney Trains Network



Louis Petroulias

Gazelle Systems Advisory

Louis is a Director and co-owner of Gazelle Systems Advisory (GSA). He is a Chartered and Fellow Engineer and is recognised by the industry as an overhead wiring Subject Matter Expert with 40 years of experience across design, construction, and commissioning. Louis has led and managed multidisciplinary teams in Australia and internationally and has delivered key construction projects such as the Overhead Modernisation Upgrade Program (Sydney) and the Channel Tunnel Rail Link – St Pancras Terminus (London). Louis is leading the technical business operation of GSA that provides overhead wiring design and engineering assurance services to clients.



Paul Rizzo

Gazelle Systems Advisory

Paul is a Chartered Engineer with a Master of Engineering Asset Management and is recognised by the industry as an overhead wiring and transmission line Subject Matter Expert with 49 years of experience across design, construction, maintenance, commissioning, and asset management. Paul has successfully led teams and coordinated with government and external resources to deliver and manage projects. Paul is a key player in Gazelle Systems Advisory and provides excellent service to clients on a national level.



Abstract – The Development of OHW in the Sydney Trains Network

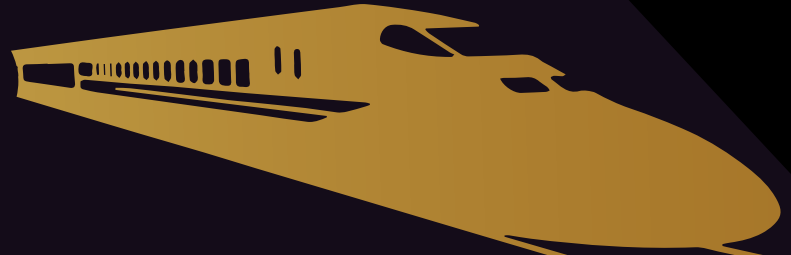
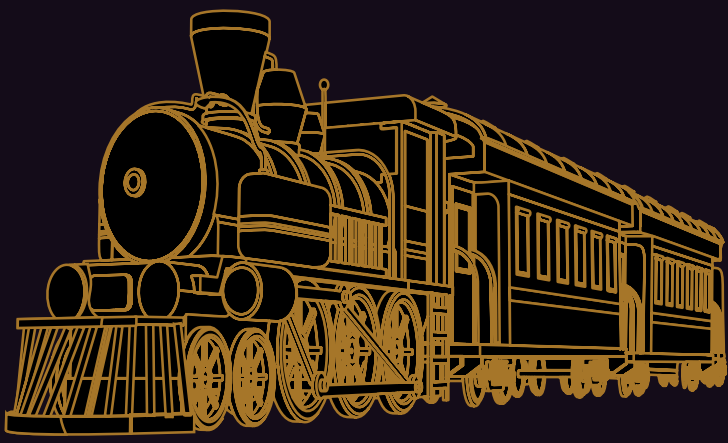
The presentation provides an overview of how the Overhead Wiring (OHW) developed in the Sydney Trains network from the introduction of OHW in 1926 to 2024. The presenters, Paul Rizzo, and Louis Petroulias will share their experience in design, construction, maintenance, and asset management of the OHW in Sydney Trains. The presenters will talk through key changes, the development of ideas, and the issues encountered and overcome in construction during the conversion of the fixed tension OHW system to a regulated OHW system. The presentation concludes with a glimpse of how the OHW can be further improved and the PWI's role to facilitate the improvements.

THANK YOU

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SECOND SESSION

Chairperson: David Robotham – Laing O’Rourke Australia

Presentation: History and Evolution of Light Rail

Dianne Banks / Yohan Touzard

Presentation: A history of the Pilbara Freight Rail Network and innovative developments over the period

John McLeod

Announcement of new Life Memberships

Mark Harris

A word from our Lunch Sponsor

Brimble Rail



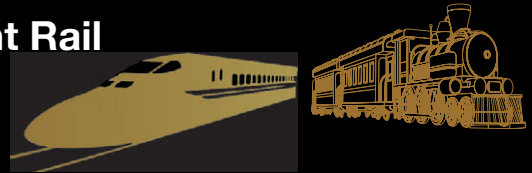
David Robotham

Laing O'Rourke Australia

David started his career as junior Engineer in British Rail working alongside his father who was a Railwayman of 40 years. In his early years he spent time working through the Maintenance and Capital Works divisions before British Rail moved into the privatization. Initially working within Tarmac and later Jarvis Rail, David moved into the leadership of a number of UK regions leading business units before moving into the major projects space leading significant elements of the West Coast Route Modernisation. In 2009 David moved to Australia with his wife and three children for a role with Laing O'Rourke and hasn't looked back since working on major Alliances, leading Business Units and currently as the General Manager Rail Sector for the Australia hub



Presentation 3 – History and Evolution of Light Rail



Dianne Banks

Yarra Trams

Dianne Banks is Head of Engineering, Civil and Structural Systems at Yarra Trams. She has worked in public transport, including Yarra Trams, MTM, VicRoads and the Department of Transport & Planning for over 20 years. She is also a development group member for a number of RISSB standards, both ongoing and published.

As part of her current role, she is the technical authority and subject matter expert for Civil and Structural issues within Yarra Trams.

Recently she has been leading the transition of a number of RISSB standards to include light rail and provides subject matter advice for both rolling stock and infrastructure projects as part of the Victorian State Government's Big Build Program, Level Crossing Removal and Next Generation Tram projects.



Yohan Touzard

Transdev

Yohan is deeply passionate about public transport and urban transformation. Over the past 20 years, he has gained extensive experience across all facets of the field, from design and construction to operations and maintenance, both in Australia and internationally.

Since relocating to Sydney a decade ago, Yohan has played a key role in the city's evolution. He was instrumental in the development and popularization of the Sydney Light Rail and has recently expanded his expertise to oversee the preparation for the first passenger service of the Parramatta Light Rail.



Abstract – History and Evolution of Light Rail

Electric light Rail has operated across Australia in various forms since the mid 1890's, with Melbourne having the only continuous light rail service. This presentation highlights the challenges of operating legacy networks vs the challenges of re-establishing and developing a light rail network with today's built environment.

Light rail in Australia operates in both ballast and Ballastless track, grooved and flange rail, in controlled and uncontrolled corridors, in shared and separated corridors. This challenges the heavy rail mindset, as the risks involved in designing, maintaining and operating in these environments are quite different.

Join us on a journey as we provide a brief history of light rail in Australia, the challenges of yesteryear through to today, and how the lessons of the past affect the decisions of tomorrow.

Presentation 4 – A history of the Pilbara Freight Rail Network and innovative developments over the period



John McLeod

Former Pilbara Engineer

A background in all aspects of rail in the Pilbara Iron Ore operations including Principal Track Engineer for BHP, Track Engineering Manager at FMG for the expansion project and Track Project Manager for Roy Hill.



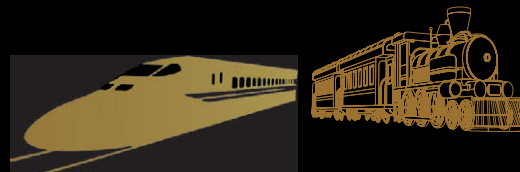
Abstract – A history of the Pilbara Freight Rail Network and innovative developments over the period

Australia is the world's leading producer of Iron Ore producing over 800 million Tonnes in 2023.

Four major Mining Companies in the Pilbara region of Western Australia, collectively produce a significant quantity of this Iron Ore. The Heavy Haul rail networks operated by these four companies collectively have a combined length of over 4000km and run freight trains with over 200 iron ore wagons, with an axle loading of up to 42 tonnes.

This paper looks at how this been achieved, and what's in store for the future of these freight networks.

New Life Members



The PWI grants Life Membership to individuals who, in the Committee's view, have demonstrated exceptional dedication and service in advancing the Institution's objectives. Over the years, certain members have distinguished themselves through their significant contributions to the ongoing success and growth of the PWI. In recognition of their efforts, they have been honoured with the most esteemed award the Institution offers: Honorary Life Membership of the PWI.

This distinguished honour of Life Membership of the NSW PWI has been awarded to the following individuals:

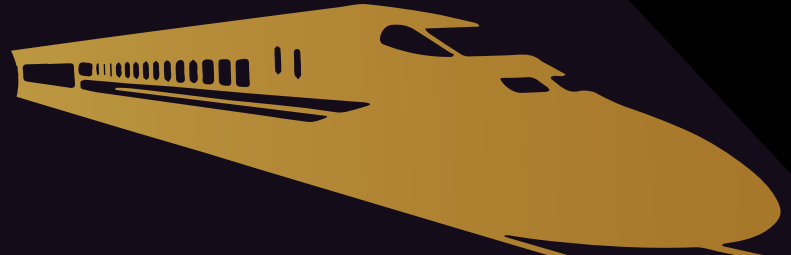
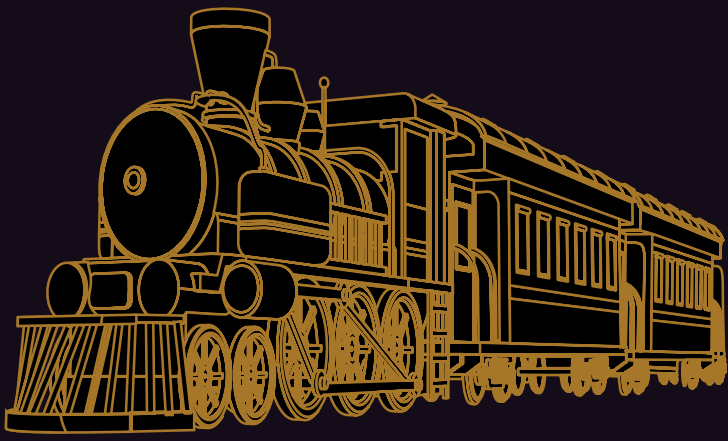
Name	Member since	Name	Member since
Stan Bobridge	1974	Peter Boonstra	1983
David Bull	1976	Glenn Dewberry	1985
Dennis Dobson	1975	Bob Ford	1984
William Fowler	1975	Frank Franklyn	1974
Kevin Golledge	1984	Ross Gordon	1974
John Gorman	1974	Don Hagarty	1974
Mark Harris	1985	Michael Hickey	1976
Barry Lees	1974	Laurie Mills	1974
Tania Page	2006	Allan Pidgeon	1974
David Roberts	2002	Kevin Ryan	1974
Ken Sherwood	1991	Ken Swan	1974

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THIRD SESSION

Chairperson: Paul Feris – Acciona Rail

Panel Session: Legends
David Spiteri (MC)

Endnote and Announcements
Mark Harris

Paul Feris

Acciona Rail

Paul Feris from Acciona Rail one of our Platinum Corporate members of the PWI and one of the major sponsors for this years convention.

Paul brings over 30- years of experience in railway infrastructure, materials handling and mechanical engineering.

Paul is the National Head of Development for Acciona Rail and has held this role since the Acciona acquisition of Lendlease engineering.

Starting out in the materials handling and mining industry, Paul moved to rail in 1999, working on the South Manchester Alliance in the North of England before moving to London to work on the iconic Channel Tunnel Rail Link at St Pancras.

Paul has been in Australia since 2006, living and working in Mackay before moving to Brisbane and then to Sydney. Paul has worked on remote coal-related projects, electrification schemes in Australia and New Zealand and major metro infrastructure Alliances.

He has held a number of operational and general management roles within the rail industry and has helped secure and deliver major projects across Australia.



Legends Panel



Dave Spiteri has a career that spans over 44 years working in rail and transport. Dave joined the State Rail Authority in 1980 as a cadet. Dave has a master's degree in engineering. Dave worked for over 33 years in rail in the various state Government Authorities and Corporations that were set up over the years being the State Rail Authority, Rail Services Australia, Rail Infrastructure Corporation and RailCorp. Dave worked his way up to General Manager Asset Planning and Performance in RailCorp. Dave and his team developed a maintenance strategy for the RailCorp assets which involved a significant number of renewals and upgrades. Programs such as track reconstruction (concrete resleepering), overhead wiring system rebuilds, resignallings and turnout renewals were deployed across the system. This resulted in

Dave being recognised for his efforts by being granted a Public Service Medal from the Australian Government for his contribution and commitment to rail in NSW. To do this Dave and his team developed and implemented RailCorp's Asset Management Systems and Processes. These were assessed by the Asset Management Council of Australia and were assessed as to being a "Gold Level" and subsequently awarded the "Founders Plate" for RailCorps best practice Asset Management systems and processes. Dave was also personally granted a Leadership Award in Asset Management from the Asset Management Council of Australia. The result of all this was a systematic asset improvement program over 10 years. This led to RailCorp's assets condition being assessed by Infrastructure NSW (2012). The infrastructure was given an "A" rating, this was lifted from a "D" rating in 2003.

Post RailCorp Dave joined TfNSW for 9 years and worked as Director Infrastructure Management. In this role Dave and his team developed the TfNSW Asset Management framework. Dave retired from TfNSW in 2022. Since retiring for the last 2 years Dave has been working for Resilient Asset Services carrying out contract work. Dave has been working as a contractor with UGL Regional Linx providing asset management support.

Years of Experience in the Rail Industry:

44 Years total experience.

33 Years in State Rail/Rail Services Australia/Rail Infrastructure Corporation/RailCorp.

9 Years in TfNSW.

2 Years in Resilient Asset Services/UGL Regional Linx.

What are you most proud of or passionate about in your career?

Granted a Public Service Medal from the Australian Government for the successful implementation of a Master Schedule, which coordinated the delivery of both maintenance and capital, works on the RailCorp network (2008).

Granted an award for Leadership in Asset Management from the Asset Management Council of Australia (2009).

RailCorp's Asset Planning and Performance Division (led by me) assessed by the Asset Management Council, granted a "Gold Level" award for its Asset Management systems and processes (2011), and awarded the "Founders Plate" for its best practice Asset Management systems and processes (2011).

Delivered a systematic asset improvement program over 10 years, which led to RailCorp's assets condition being assessed by Infrastructure NSW (2012). The infrastructure given an "A" rating, this was lifted from a "D" rating in 2003.

Tell us something about you – interests outside work, hobbies, or something your work colleagues may not know about you.

I have 2 hobbies, building slot car tracks and model train layouts.

I have a large Scalextric slot car circuit at home with a significant number of cars, mostly Aussie muscle cars.

I'm in the process of building a HO train layout, again with predominantly an NSW rail theme rolling stock.



Ian Prescotte is a highly accomplished and respected figure in the Australasian rail industry, with a career spanning over 45 years.

Ian has played an instrumental role in improving rail systems and people in Australia and globally, shaping the future of the rail industry.

Starting his career at Sydney Trains (State Rail) in 1978, Ian honed his skills as a linesman, helping to improve the quality of Sydney's rail network.

Ian has also played a key role in various international projects. He has worked on high-risk brownfield at St. Pancras in the UK, track, station, and bridge construction works in Dover, as well as engagements in locations such as Hong Kong, Paris, Amsterdam, Germany, Kuala Lumpur, Singapore, and China. Ian's adaptability and problem-solving skills have been put to the test in diverse environments, where he has always maintained a "can-do" attitude, ensuring that work was carried out efficiently and safely.

As a member of several rail professional development committees, Ian is passionate about developing future generations of rail engineers and tradespeople.

Ian's legacy in the rail industry is defined by his remarkable projects and his long-standing commitment to training and safety. He is a true leader in the industry, and his contributions have had a significant impact on rail systems across Australasia and the world.

Years of Experience in the Rail Industry:

45 Years

What are you most proud of or passionate about in your career?

My involvement in Training and Mentoring younger people in the rail industry.

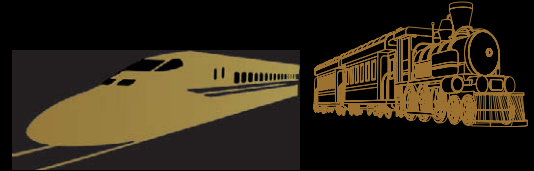
Tell us something about you – interests outside work, hobbies, or something your work colleagues may not know about you.

Farming

Big Boats

Fast cars

Legends Panel (continued)



Kirsty is a senior executive who has worked in the rail industry for over 27 years, starting as a project engineer with Sydney Trains in 1997. Through her career Kirsty has done a variety of roles in the public and private sectors focused on maintenance and asset management for heavy rail and metro.

Kirsty is a dedicated people leader with a strength in building high performing teams to deliver successful maintenance outcomes, dedicated people leader with a strength in building high performing teams to deliver successful maintenance outcomes.

Years of Experience in the Rail Industry:

27 Years

What are you most proud of or passionate about in your career?

Building strong teams and bringing recognition to our maintenance teams

Tell us something about you – interests outside work, hobbies, or something your work colleagues may not know about you.

I enjoy kick boxing – it's great for my mental health



Tania is a talented Project Manager and Interface Manager with over 25 years' experience in delivering major rail and infrastructure projects in NSW. Tania has gained extensive experience, developed and implemented strategies and systems to manage key project interfaces and delivered outcomes that fulfilled all project requirements and achieved stakeholder commitment and agreement.

Tania has held senior leadership roles with State and Federal Governments and has successfully managed project budgets, programs, stakeholder management, interface management and risk management. Tania has excellent knowledge of the structure and systems of transport industries and associated legislation, regulation and standards. She was awarded Life Membership of the Permanent

Way Institution NSW where she held a senior leadership position for 17 years representing businesses and members in the rail sector.

She is well recognised and regarded within the rail and engineering industry.

Years of Experience in the Rail Industry:

28 Years

What are you most proud of or passionate about in your career?

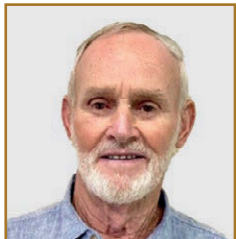
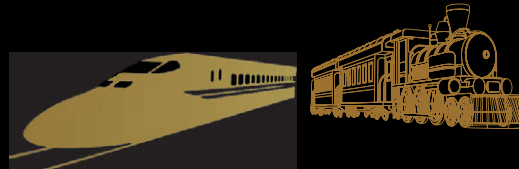
Always giving my all when taking on challenges – no half measures. Once committed, I see it through and this is how I have approached my career.

Tell us something about you – interests outside work, hobbies, or something your work colleagues may not know about you.

Interests include skiing, boating, interior design and reading true crime.

I was in the footwear sales & marketing industry for 12 years prior to the rail industry.

Legends Panel (continued)



Clarrie started in the rail industry back in 1962 as a labourer and gradually progressed through various positions, including ganger, track inspector, senior inspector, and finally district superintendent. He has worked on major projects across the state, carrying out significant track work and meeting project targets. Clarrie has worked on a wide range of projects, demonstrating exceptional leadership, teamwork, and drive to achieve results.

Years of Experience in the Rail Industry:

42 Years

What are you most proud of or passionate about in your career?

It's difficult to choose just one moment from my time in the rail industry because I have cherished every experience. That passion is what kept me in the field for so long; it truly became a significant part of my life. I started as a labourer and gradually progressed through various positions, including ganger, track inspector, senior inspector, and finally district superintendent. Each role brought unique challenges and rewards, contributing to my overall pride in the work I accomplished.

Tell us something about you – interests outside work, hobbies, or something your work colleagues may not know about you.

Passionate about life outside of work, I find joy in gardening, traveling, and exploring new areas. Whether it's tending to my plants or discovering hidden gems in different places, I love the adventure of it all. My three granddaughters bring so much happiness to my life, and I cherish the time we spend together, creating memories and enjoying fun activities.



David Scealy, also referred to as 'Bullet', is a highly accomplished and respected leader in the NSW rail industry, with a career spanning over 50 years.

Bullet has continuously demonstrated his ability to develop a high performing maintenance team over the years which has been shown by the teams significant achievement in being presented with multiple PWI Alan Barham Maintenance awards over the past decade.

Starting his career as a track fettler at State Rail in 1974, Bullet developed his leadership skills becoming Track Manager at West Wyalong for ARTC in 2003 and more recently the Track Manager for the South West of the CRN under UGL Regional Linx.

Bullet's legacy in the rail industry is defined by his remarkable leadership capabilities and his long-standing commitment towards safety. He is a well-known talent to the industry, and his contributions have had a significant impact on grooming the next generation of leaders within the NSW rail industry.

Years of Experience in the Rail Industry:

50 years

What are you most proud of or passionate about in your career?

Safety record with the team on CRN (no LTI's since 2001)

Tell us something about you – interests outside work, hobbies, or something your work colleagues may not know about you.

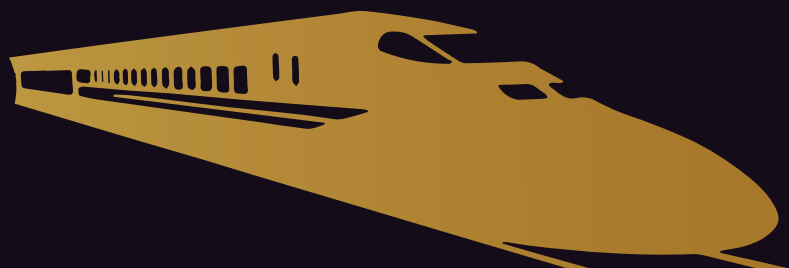
Grandkids

Target Shooting

Chrysler Valiant

Nicknamed Bullet as he was fast on the football field.

THE



PRESENT

GALA DINNER

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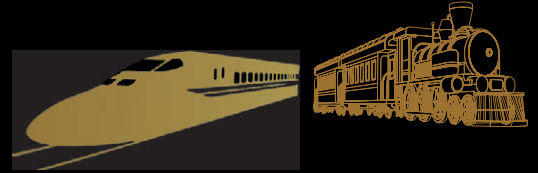


**JOHN
HOLLAND**

JMDR

LAING O'ROURKE

Keynote Address



Yemi Penn

Speaker | Researcher | Engineer | Author | Filmmaker



Yemi Penn is a fearless thought leader on creating your own memo, meaning 'she' gets to write the script of her life and encourages others to do the same. An engineer by profession, an entrepreneur by passion having run 3 successful businesses in the past and a Curious Rebel by mission. She is now researching the alchemy of transmuting pain to power with a strong desire to learn new ways of being whilst challenging the status quo.

Yemi invites the collective to ignite their rebellious curiosity in all aspects of their life, sharing the tools to do just that. She fuses the creative art of filmmaking with her analytical mind as she shifts her core life's purpose to raising the vibration of acknowledging and healing our individual and therefore collective trauma, something individuals, communities and organisations alike have experienced over the past couple of years.

Past President's Award Winners



The PWI President's Award is one of the most prestigious honours bestowed by the Permanent Way Institution.

It is awarded to individuals who have demonstrated exceptional service, dedication, and leadership in the rail industry.

The award recognises individuals who, in the opinion of the PWI President and Executive Committee, have contributed significantly to the advancement of the rail industry while also actively supporting the objectives of the PWI over many years.

Recipients of the award have consistently exhibited vision, leadership, and a commitment to improving standards and practices within their field of expertise, leaving a lasting mark on the industry.

Over the years, particular individuals have stood out for their significant contributions, and these individuals have been acknowledged with this prestigious award.



Rod Thompson (2018)



Ben Lombardo (2019)

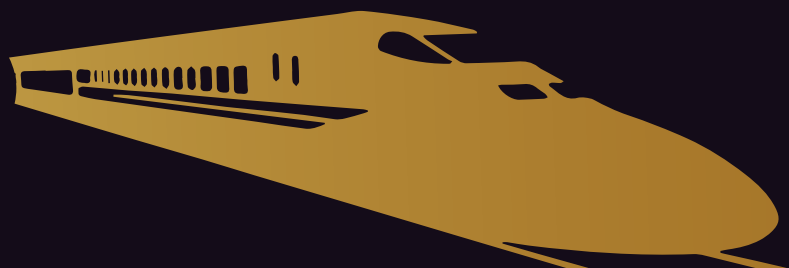


Mike Hickey (2022)



Clarrie Smith (2023)

THE



FUTURE

DAY TWO



Carolyn Walsh

Chair of the National Transport Commission



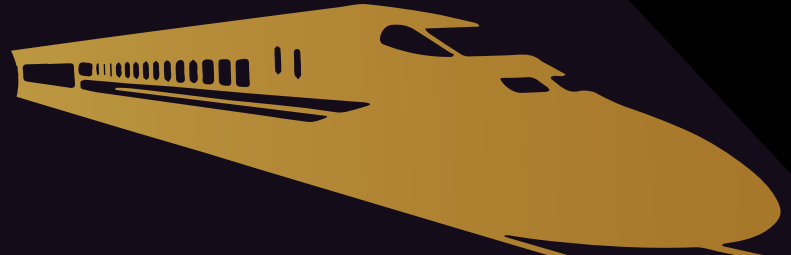
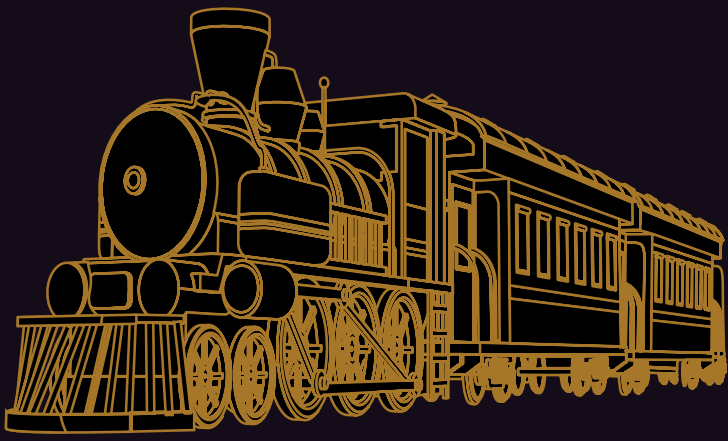
Carolyn Walsh has 40 years' experience in the Commonwealth and NSW public services, focusing on industry, science and transport issues.

She is currently the Chair of the National Transport Commission and a member of the Board of the NSW Environment Protection Authority. She provides consultancy services in safety and risk management.

Carolyn is a former Commissioner of the Australian Transport Safety Bureau (2010-2020) and was Chief Executive of NSW's Independent Transport Safety and Reliability Regulator (ITSRR) – the then rail safety regulator in NSW – from 2004 to 2009.

Carolyn has a Bachelor of Economics degree and qualifications in risk management and auditing.

She is a self-confessed cricket tragic and a lover of musical theatre.



FIRST SESSION

Chairperson: Damien Drew – JMDR

Young Achiever Award

Matt Jones

Presentation: Driving the Future of Rail: Advancing Safety, Security
and Efficiency through Operational Technology

Samiha Najem (Sydney Trains)

Panel Session – Young Achievers

Abdul Jamal (MC)

A word from the PWI UK

Mona Sihota, PWI President

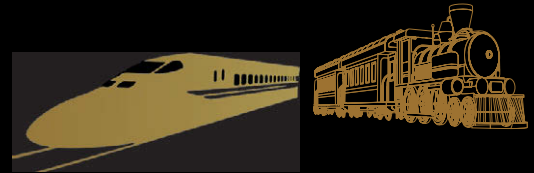


Damien Drew

JMDR

Damien Drew is currently the General Manager, Operations (ANZ) with JMDR. He's been active in the rail industry since starting as a cadet engineer with State Rail in 1990. He's been involved in delivering numerous major projects over the years, starting with the Metropolitan Track Strengthening Project, New Southern Railway and Olympic Rail link, and most recently including the Sydney Harbour Bridge Deck Upgrade, Linden Derailment Recovery and Lithgow Area Remodelling.





Matt Jones

John Holland

Matt has been in the rail industry for more than 35 years, and with John Holland for the past seven years. In his current role as General Manager Rail Services, he leads a national team delivering multi-disciplinary rail projects for network owners across the country. Prior to this Matt was the CEO of the Country Regional Network for four years, where he led rapid cultural change to achieve high levels of customer satisfaction and network performance.

Prior to joining John Holland, Matt worked for the NSW government rail operator in its various forms, starting as a cadet civil engineer in the late 80s and holding various roles in infrastructure maintenance, asset management and project delivery. Matt is a judge for the PWI Young Achiever Award and a member of the ARA Rail Contractor's Executive Committee.





Judges

Julian Sharp, Chair – CPB Contractors
Dave Spiteri – Consultant
Rebecca Coffey – UGL
Lee Taylor – Category 5 Rail

Anna Murray – Loram
Matt Jones – John Holland
Nagajyothi Lolla – Transport for NSW
David Robotham – Laing O'Rourke

The PWI Young Achiever Award is a prize of up to \$10,000 for young engineers. The prize goes towards the cost of an international rail conference. Normally winners go to Innotrans in Berlin although there are other locations – 3 previous winners attended in 2024. To be eligible for this award, an entrant must be 35 or younger from 1 January of the application. The aim is to encourage younger members into our industry and promote knowledge sharing. It gives recognition by the rail industry, both from the PWI and the ARA.

Judging Criteria

Judging is based on:

Relevant Criteria	Available Score
Relevance to Perway and Transport	10
Personal contribution and achievement	25
Quality of Paper and/or Presentation	15
Amount of Innovation to overcome project difficulties and how could these benefit the Transport industry	30
Technical Excellence	20
Total Score/Marks:	100

The Award is judged on either a Technical Paper that has been written (and preferably presented) or a Project or Program of Works that has been completed, within the last 18 months.

Following the initial judging of the applications, between 3 and 5 applicants are shortlisted to then present their paper to the judging panel. Each applicant has 20 minutes to present their paper and then answer questions for a further 10 minutes. The judges then make their final determination.

Award

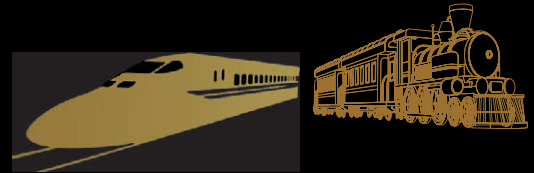
Up to \$10,000, to cover:







1. Transport, registration, insurances and accommodation to a relevant railway conference (PWI approves the attendance at the nominated conference).
2. Award must be taken within two years of being presented or agreement reached with the PWI Committee to be deferred for a longer period.
3. The award may not be presented in a given year if entries are not considered suitable.

Conditions

Previous winners of this award (or similar such awards, e.g. the RTAA Frank Franklyn Award) will be excluded from re-submitting an application for this award for a period of no less than five years from the time of submitting their application for their winning award. The subject of the award must relate to the applicant's current employer who will be required to provide a reference. The successful candidate will present at the next relevant Technical Meeting, a summary of the attended conference and any associated industry visits.

Young Achiever Award (continued)



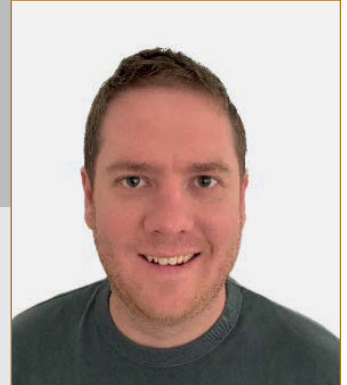
PAST WINNERS		YEAR
	Damian Brizzi	2007
	Prath Nanthakumaran	2012
	Luke Cunningham	2016
	Rebecca Coffey	2017
	Melanie Bowden	2021
	Benson Wong	2023



NOMINATIONS FOR 2024 PWI YOUNG ACHIEVER AWARD

AARON MILLER

B. Eng (Aero), B.MaCompSci, MIEAust,
CPEng, MAAS



SUBMISSION

Risks and opportunities in construction vibration management: The application of DIN 4150-3 for the assessment of potential damage to buildings from construction vibration and its implications in the Australian context.



**JOHN
HOLLAND**

AARON SPYRAKIS

Bachelor of Engineering (Mechatronics)
Bachelor of Commerce (Financial Econometrics)

SUBMISSION

Hurstville Crossover Project (MTMS) – installation of a new crossover and catchpoints on the city side of Hurstville Station aimed to service the capacity increase required through the Hurstville area.

ALEX FROST

BEng Civil / CPEng / PWINSW Member

Lycopodium



SUBMISSION

Innovative Level Crossing Compliance Assessments – assessment of over 1,000 level crossings for compliance using a combination of LiDAR data, hi-res aerial imagery and field validation on the JHRCRN.



**JOHN
HOLLAND**

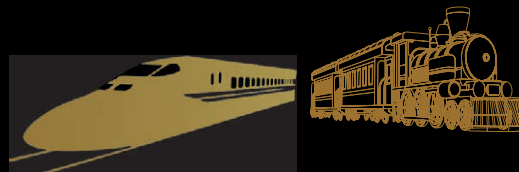
ALEX MING

BEng, Civil Structural Major (Hons)
National Engineering Register (NER) – Civil

SUBMISSION

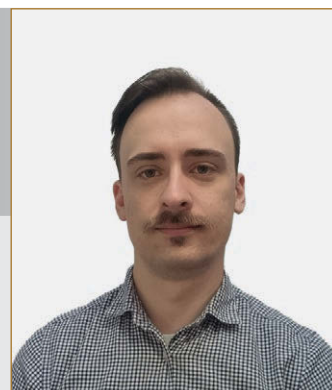
BHP – Remote Control Unloading Project – a project targeting the transition period between consecutive dumping cycles in the iron ore unloading process, significantly enhancing the port's inflow capacity.

Young Achiever Award (continued)



AMEL TOKALI

Senior Track and Civil Engineer



SUBMISSION

Design and Analysis for Track Stability – development of a modelling approach based on theory of CWR buckling, and creating a computer application purpose-built for the CRN that is able to calculate both track buckling and tensile track shift.



CHRIS ADAMS

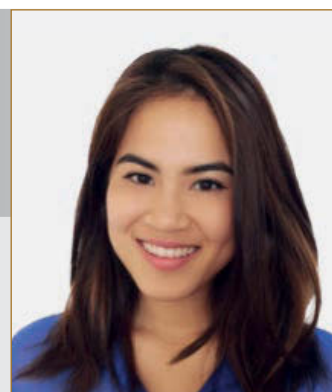
Design & CPS (Construction Phase Services)
Manager, Parramatta Connect (CPB Contractors)

SUBMISSION

Parramatta Light Rail Stage 1 (PLR1), Infrastructure Contractor (INFRA) – the successful design and construction of Section 2 (Parramatta CBD) as part of the PLR1 project from Westmead to Carlingford.

KAYLYN CHANDRAN

Senior Integration Engineer and Chief Remote Pilot



SUBMISSION

Innovative Level Crossing Compliance Assessments – assessment of over 1,000 level crossings for compliance using a combination of LiDAR data, hi-res aerial imagery and field validation on the JHRCRN.



MITCH SCEALY

Graduate Certificate in Project Management /
Cert IV in Frontline Management /
Cert IV in Transport and Logistics (Rail Infrastructure)

SUBMISSION

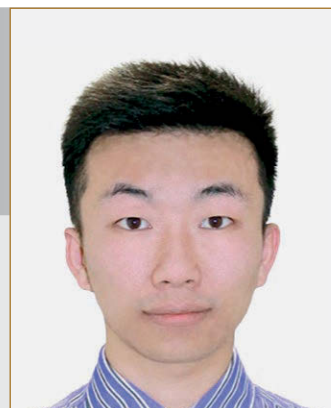
Stewarding NSW Regional Rail – providing effective asset stewardship through fit for purpose infrastructure solutions delivering safe, reliable, sustainable and resilient assets outcomes on the NSW Country Regional Network (CRN).



ZACH ZHENG

Master of Architecture, Bach of Environments
(Major in Architectural Design
Member, Australian Institute of Architects / Member, PWI

Jacobs



SUBMISSION

Digital Engineering Solutions: Computational Automation for Cross River Rail – elevating project deliverables via the smart application of computational technology using early integration of digital twin, automated design optimisation, data-driven decision-making, and highly coordinated cross-disciplinary collaboration.



SAMIHA NAJEM

Associate Director Operational Technology
Sydney Trains

SUBMISSION

Driving the Future of Rail: Advancing Safety, Security and Efficiency through Operational Technology – providing an overview of OT systems, their criticality, and the ongoing strategic approach to keep the network uplifted in alignment with technology and security.

Young Achiever Award – Winner



Samiha Najem

Sydney Trains

Samiha Najem is a dynamic leader in the transport industry, with hands-on experience across rail, bus, and ferry systems. Starting as an intern at RailCorp in 2009, she moved around various areas and roles in Transport and Engineering, playing key roles in projects like Sydney Metro, Parramatta Light Rail, and Western Sydney Airport. In 2022, Samiha took on the role of Associate Director in the Operational Technology team, where she leads a team of 180 and has been involved in shaping a strong OT Cyber Security model for Sydney Trains. With a background in business, finance, and engineering, Samiha is driven by a passion for creating transport solutions that make a real difference for communities. She is also committed to giving back, actively volunteering in STEM education programs and advocating for diversity and inclusion within the industry.



Abstract – Driving the Future of Rail: Advancing Safety, Security and Efficiency through Operational Technology

Sydney Trains is the operator of rail services across the metropolitan Sydney area, bounded by Berowra, Emu Plains, Macarthur and Waterfall. Sydney Trains carries over 350 million passengers per year, or over 1 million passenger journeys per weekday, with over 10,000 staff working across the state. It operates a network of over 200 stations and a fleet of over 2000 electric and diesel cars.

Technology is pivotal to the operation of the rail network as it offers opportunities to improve operational performance, enhance customer experience and deliver effective asset management. Sydney Trains relies on various enhanced technology hardware and software systems to control and monitor trains and track systems. These systems are known as Operational Technology (OT).

OT systems are required to have high availability and reliability for the passengers transported daily through the Sydney Trains. These systems require uplift to keep up with technology changes and advancements e.g. delivery new programs such as Digital Systems. This paper covers an overview of Operational Technology systems, their criticality and the ongoing strategic approach to keep the network uplifted in alignment with technology and...security.

With the growing cyber threat across the world and more recently in Australia, demand on ensuring the security of our systems is paramount, and railway organisations have faced many challenges in uplifting their cyber security posture. The outcome, for Sydney Trains, has been the delivery of initiatives including an operating model and capability that has created the foundations to ensure the protection of systems that are critical to the available and reliable operations.

This paper delves through the innovative strategies, effective collaboration and system engineering approach, required to implement to uplift in Operational Technology systems and maturity in Cyber Security over the various years.



Abdul Jamal

John Holland

Abdul began his career at John Holland in 2010 as a graduate engineer. Since then, he has held several roles, seen how the industry works from all angles, contributed to numerous large-scale railway infrastructure projects, and earned the 2018 PWI Young Achiever Award.

More recently he was leading tenders in the Rail and Transport Precontracts Team and is currently working in Melbourne on the O&M contract for the Yarra Trams network. And to cap off what has been an exciting and fulfilling journey over the last 3.5 years, Abdul is currently undertaking his final MBA subject at the University of Sydney.



Panel Session – Young Achievers (continued)



Damian Brizzi



Damian is a highly experienced Project Director with an impressive background in engineering and construction. He has accumulated 20 years of industry experience and has a proven track record of successfully leading and managing complex, Brownfield Infrastructure projects.

One of Damian's notable accomplishments is his current role as the Construction Director for the Melbourne Metro Tunnel Project, a \$10 billion project undertaken by John Holland and its JV partners. Previously, Damian held the position of Project Director at Rail Projects Victoria, where he was responsible for developing and managing combined packages worth \$5.1 billion for the Metro Tunnel Project. This included overseeing the Metro Tunnel Rail Systems Alliance, Rail Infrastructure Alliance, Sunbury Line Upgrade, and Gap Road Level Crossing projects. Damian played a crucial role in taking these projects from their conceptual stages to successful delivery.

In addition to his contributions to the Metro Tunnel Project, Damian has also served as the Construction Manager for several other significant projects, including the Caulfield to Dandenong Level Crossing Removal Project, The North, McKinnon, and Centre Road Level Crossings Project, and the Regional Rail Link Work Package B project.

Damian is driven by a genuine passion for delivering complex infrastructure projects and often seeks out the most challenging projects. He is highly regarded by his peers and clients as a reliable and trustworthy professional who consistently delivers on his commitments.

Rebecca Coffey



Rebecca is the MPM Project Management Team Leader with UGLRL on the CRN, her career started with RIC and then ARTC before moving into Project Management for Track, Civil and Structure projects, she loves tackling a large track recon or highway level crossing project. Rebecca was the Young Achiever winner in 2017 for her management, development and successful roll out of the Lycopodium Maintenance Management System and App.

Benson Wong



Always had an affinity with Electrical Engineering and software computing. Entered the industry in 2017 with John Holland due to my keen interest on driverless trains on the Sydney Metro Northwest project mainly dealing with automation of System Management. In 2018, developed my Electrical Engineering skillset by working in Commissioning the Greenfield and Brownfield substations on the Tallawong to Chatswood sections. Transitioned into operations with MTS and joined the Electrical Operations & Switching team at the Control centre/Substations which really made me appreciate the complexity and safety of our railway network.

After successful launch of the metro, joined the commercial tendering team bidding for More Trains More Services 2 (MTMS2) and Gold Coast Light Rail Stage 3. Was awarded the contract for both and given opportunity to materialise MTMS2. In 2021, became the lead Electrical Engineer for the new Wolli Creek substation build and assisted with the Mascot Substation including fitting out a Micro TBM Cable tunnel and 8kms of Airport tunnel. Recently successfully constructed and commissioned both substations which are currently serving the Airport and Illawarra train lines, capable of 4-minute headways.

As a fun fact, I have a Youtube channel about automated drones that fly around themselves and look for humans using AI machine learning recognition. I would one day like to run a fleet of drones that can help people conduct search and rescue of people lost in the wilderness.



Panel Session – Young Achievers (continued)

Prath Nanthakumaran

Prath Nanthakumaran is a Construction Director at Sydney Metro. He started his career 20 years ago in the track renewals division at Sydney Trains. His career highlight is managing the track work construction in the first rail tunnels under the Sydney Harbour.

Apart from being a rail enthusiast, Prath is also a keen golfer and enjoys watching his 2 boys play sports on the weekend.



Melanie Bowden

Melanie Bowden has 15 years' experience in construction, having worked on complex infrastructure projects Australia-wide, in the United Kingdom and in Germany.

Melanie is currently a Project Director for CPB Contractors, most recently involved in the successful delivery of the Mindyarra Regional Rail Facility in Dubbo. She was previously involved in Canberra Light Rail Stage 1 close out and Depot Modifications and Sydney Metro Linewide Works.

Melanie was the 2021 PWI Young Achiever Award recipient, for her leadership of the Linewide Northern Connection permanent down line relocation works. Melanie is passionate about advocating for and promoting diversity and inclusion within the rail industry. She had a 3-year tenure on Australasian Railway Association Young Leaders Advisory Board, which is a selected panel of young professional reporting into the ARA Board to provide a voice for and champion young professionals in the rail industry.

Melanie is a current member of the Australasian Railway Association's Women in Rail Committee and CPB NSW's Women in Construction Committee, both committees which focus on improving gender diversity.



Luke Cunningham

Luke Cunningham has worked in the rail industry since 2006 when a search for "civil engineering internships" lead to a 12-month placement with RailCorp, and since then has worked in the rail industry.

His career has been mostly spent working on the Country Regional Network, holding a variety of roles, particularly in maintenance and asset management, and was also the Principal Track & Civil Engineer for a time.

He is currently the Head of Assets and Engineering for UGL Regional Linx, who have the CRN contract until 2032, where he leads a team of 37.

Luke relocated to Dubbo in 2014 and is a passionate advocate for the opportunities that country rail and country living can provide. Living and working in some of the highest temperature range parts of NSW has given him a special interest in track adjustment and welded track management. He also has a keen interest in track recording and data modelling.

He has been a member of the PWI since 2011 and in 2016 won the PWI Young Achiever Award for his Ground Penetrating Radar Survey of the CRN network.

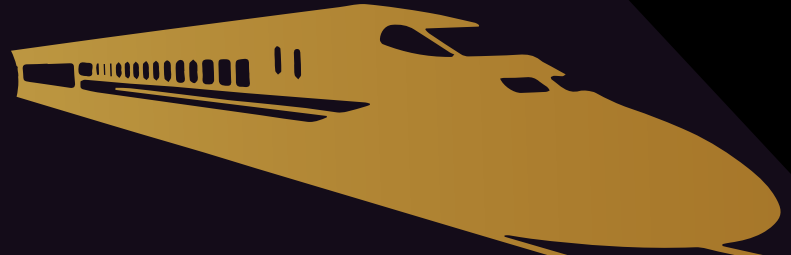
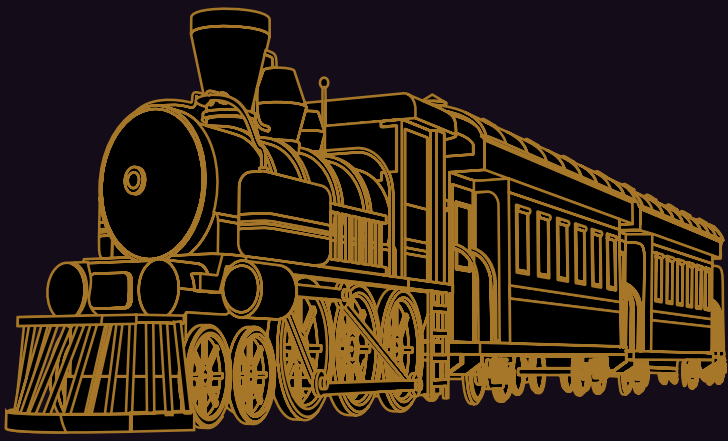


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MORNING TEA SPONSOR





SECOND SESSION

- Chairperson:** Matt Jones – John Holland
- Presentation:** High Speed Rail – What is it and what will it do for people in Regional Australia
Tim Parker (HSRA)
- Presentation:** Successful Day 1 – Opening Automated Metro Lines
Peter Munro (MTR)
- Presentation:** Earthing Systems in AC Electrified Railways: Key Considerations and Challenges
Gevik Avetian (UGL)
- A word from our Lunch Sponsor
RT Health



Matt Jones

John Holland

Matt has been in the rail industry for more than 35 years, and with John Holland for the past seven years. In his current role as General Manager Rail Services, he leads a national team delivering multi-disciplinary rail projects for network owners across the country. Prior to this Matt was the CEO of the Country Regional Network for four years, where he led rapid cultural change to achieve high levels of customer satisfaction and network performance.

Prior to joining John Holland, Matt worked for the NSW government rail operator in its various forms, starting as a cadet civil engineer in the late 80s and holding various roles in infrastructure maintenance, asset management and project delivery. Matt is a judge for the PWI Young Achiever Award and a member of the ARA Rail Contractor's Executive Committee.





Tim Parker

High Speed Rail Authority



With over thirty years' experience in mega-projects in Asia and Australia, Tim Parker was appointed to be the inaugural Chief Executive Officer of the High Speed Rail Authority in January 2024.

Tim brings his considerable leadership and project experience in delivering complex infrastructure projects to the development of high speed rail in Australia.

Tim has extensive experience in developing, procuring and delivering significant infrastructure projects, as well as having complex infrastructure experience working in Hong Kong on a range of significant transport projects.

Tim led the Project Delivery Team for Australia's largest public transport project, Sydney Metro, from 2018 to 2024. In this role he provided leadership, strategy and governance across a portfolio of innovative automated metro rail projects, covering front-end development, delivery management, contract negotiation and contract management, with a total value exceeding A\$50 billion.

Tim is an experienced and influential leader whose measured and flexible approach to issue-resolution and risk-management ensures a cohesive and motivated team and strong partnership between client and delivery partners.

Tim's notable mega-project experience includes Hong Kong International Airport, Epping to Chatswood Rail Link, Sydney's new Exhibition Centre at Darling Harbour, Northconnex and Sydney Metro.

Years of Experience in the Rail Industry:

Over 35

What are you most proud of or passionate about in your career?

Delivery great infrastructure that makes a positive difference to people using it.

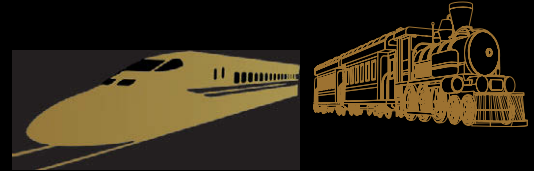
Tell us something about you – interests outside work, hobbies, or something your work colleagues may not know about you.

I regularly Kayak around Middle Harbour followed by coffee or maybe it is a regular coffee catch up with a bit of kayaking beforehand!

Abstract – High Speed Rail – What is it and what will it do for people in Regional Australia

The presentation will cover work currently being undertaken on Australia High Speed Rail network and will describe what High Speed Rail is compared to other rail systems, the proposed configuration and the regional economic and other benefits that a high speed rail will bring to Australia.

Presentation 2 – Successful Day 1 – Opening Automated Metro Lines



Peter Munro

MTR Australia



Peter has worked across Australia in Operations and Maintenance focused roles.

Currently leading MTR's O&M pursuits in Australia, Peter has previously works as the Operations Director and Infrastructure GM for MTM in Melbourne as well as led Downer's Western Australian Rail Infrastructure Business, and rail construction and maintenance alliances across NSW and Victoria.

Years of Experience in the Rail Industry:

20 years

What are you most proud of or passionate about in your career?

Creating high performing teams, who can make a huge positive impact for our customers.

Tell us something about you – interests outside work, hobbies, or something your work colleagues may not know about you.

Peter is a keen scuba diver, regularly diving around Sydney as well as where ever he can around the world!

Abstract – Successful Day 1 – Opening Automated Metro Lines

Why metro and why automate? This presentation will share some insights from various metro's that MTR has been involved in around the world, sharing lessons that we've learned as well as future trends that we see which will influence the Australian metro market.

Presentation 3 – Earthing Systems in AC Electrified Railways: Key Considerations and Challenges



Gevik Avetian

UGL



Gevik is a distinguished Industry Leader with over 23 years of experience. He has a proven track record in overseeing major business operations. His extensive career spans both public and private sectors, where he has held senior roles focused on both internal and external stakeholder engagement. His expertise encompasses a wide range of project phases across various industry, from feasibility studies to construction. He has served in diverse capacities, including Project Director, Engineering Manager, Technical Director, and Discipline Lead. He continues to play a pivotal role in guiding and delivering major infrastructure projects, including Design and Construct projects. His specialized knowledge includes high voltage and low voltage power distribution, earthing and bonding, traction power, and building electrical services.

Gevik has contributed to the development of technical standards and design guidelines for transport departments in NSW and South Australia. His most recent work involved leading the creation of standards for 25kV AC traction power systems for Sydney Metro. Most recently, he served as the High Voltage and Traction Power Discipline Lead for the Sydney Metro West Line project, where he played a key role in engaging with network service providers to achieve favourable outcomes for all stakeholders.

Years of Experience in the Rail Industry:

16 years

What are you most proud of or passionate about in your career?

I am immensely proud of the lasting impact I've made on the growth and success of the individuals in the teams I've built and led.

I am driven by a passion for transforming my environment, whether through innovative thinking or unwavering hard work.

Tell us something about you – interests outside work, hobbies, or something your work colleagues may not know about you.

I have a deep love for singing and a profound admiration for music, often immersing myself in the lyrics to uncover the messages they convey. I also enjoy expanding my understanding of the world by reading philosophical works and exploring historical events. Additionally, I volunteer as the Principal at a community language school, where I dedicate my time to fostering education and cultural exchange.

Abstract – Earthing Systems in AC Electrified Railways: Key Considerations and Challenges

With the introduction of AC-electrified railway systems, such as the Sydney Metro lines utilising 25kV AC traction power, New South Wales is transitioning into a new phase of railway electrification. Historically, all electrified railways in the state have relied on DC traction power systems. One of the key distinctions between AC and DC traction systems is in their earthing and bonding requirements.

This presentation examines the complexities involved in managing railway projects, focusing on earthing and bonding discipline. It aims to highlight the importance of earthing and bonding, and its proper integration in electrified railway projects. It proposes some approaches that, if adopted, can streamline the implementation of earthing and bonding requirements throughout delivery of projects.

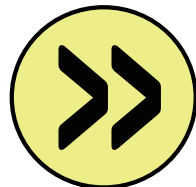
It further delves into the specific challenges and considerations associated with earthing systems in AC-electrified railways, offering potential solutions. The discussion places particular emphasis on the complexities of a common-bonded earthing strategy and explores effective methods for managing and mitigating the associated risks.

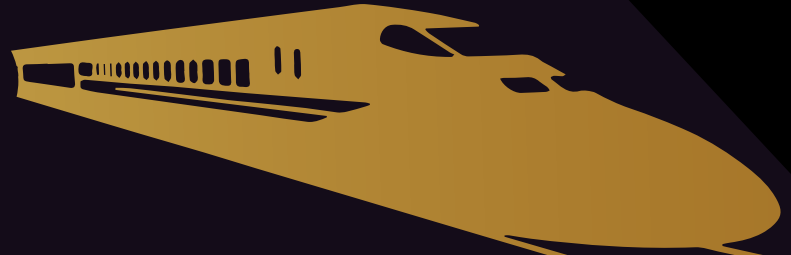
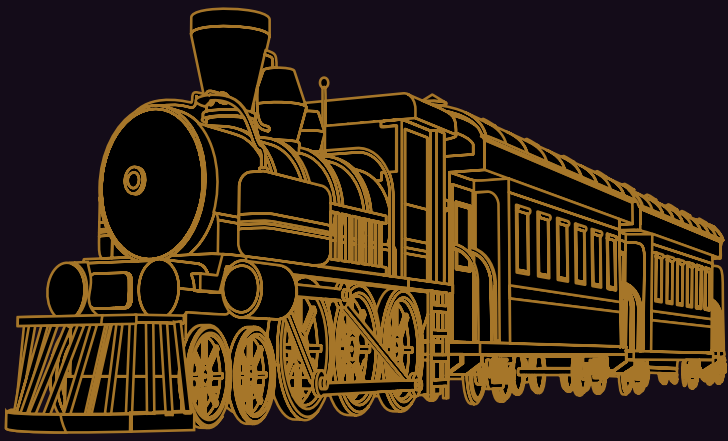
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THIRD SESSION

Chairperson: Steve Naumovski – PWI Committee Member

Panel Session: PWI Australia, The National Perspective
Steve Naumovski

PWI Fellowship Program

Matt Jones / Neil Hobden

President's Closing Remarks

Mark Harris

Chairperson



Steve is the PWI NSW Membership Secretary, and also Chairs the Subcommittees that organise the PWI Convention and PWI Awards Night. He is also a member of the National Executive Steering Committee, and an integral part of the planning and drive for a Nationalised PWI.

In his professional career, Steve has over 28 years of experience in the management and delivery of major infrastructure projects in the rail, roads, motorways, power, and ICT industries, and has worked on projects in NSW, VIC, QLD, and WA. He has held Director and Managing Director level roles in professional services consultancies in Australia, and more recently he has established Wellm8 – a business aimed at helping organisation manage the well being of their staff and their business.

Years of Experience in the Rail Industry:

28 Years

What are you most proud of or passionate about in your career?

I enjoy the excitement of delivering outcomes that people enjoy. It doesn't matter if it is a new railway or an industry dinner or event – I like to know that my effort will help put a smile on people's faces.

I also enjoy working with younger members of the industry, where I can offer some advice, share my experience, or provide some guidance through their professional journey.

Tell us something about you – interests outside work, hobbies, or something your work colleagues may not know about you.

I am a general sports fan, but have a particular passion for football (the round ball type) and support Liverpool FC in the English Premier League. I also enjoy travelling, and have recently discovered the thrill of riding motorbikes... much to the detriment of my demerit points!

In 2016, I was responsible for organising a football game between the Australian Legendroos and the Liverpool Legends teams – an event that was held at ANZ Stadium at Homebush in front of 40,000 fans and telecast live on Foxsports to a national and global audience.

Years on the PWI Committee:

I joined the PWI Committee in 2013, however I have been an individual member of the PWI since 1994.

Key roles and period in them:

Membership Secretary (from 2019 to current)

Subcommittee Chair for the Convention (from 2015 to current), Awards Night (2019 to current), and Executive Breakfast (2018 to 2022).

Member of the National Executive Steer Committee (2024)

Member of the PWI Strategic Planning group (2022)

Author of the PWI Nationalisation Plan (2023)

Helped with the establishment of the PWI Victorian section (2024).



Mark is an engineering professional with more than 35 years' experience in the rail sector, managing and delivering multidisciplinary rail projects in the complex rail environment.

Having held many Project Director roles, Mark is skilled in developing dynamic working relationships with key stakeholders, as well as motivating and leading teams.

His in-depth knowledge of design, construction, commissioning, with project management and business processes, has seen him consistently delivering exceptional results for clients. These projects include the Gawler Rail Electrification project in South Australia, and the Rail Program Alliance, Rail Clearways, Cross City Tunnel and the Airport Rail Link project in New South Wales.

Mark has held senior positions in strategic business deployment across Australia and New Zealand as well as Project Director roles on multiple projects and is currently a Project Director for Rail Infrastructure at Acciona Rail.

Mark has been the President of the New South Wales branch of PWI since 2002 and is the Chair of the PWI National Executive Steering Committee. Mark has amassed an impressive knowledge and influence within the Australian and International rail sector.

Years of Experience in the Rail Industry:

36 Years

What are you most proud of or passionate about in your career?

I have had the opportunity to work on a number of major rail Infrastructure projects and been fortunate to lead a number of great project teams. For me, I'm passionate to seeing our people grow and develop so they can take bigger opportunities.

With the PWI developing a cadet program that is providing opportunities for our young students to find a successful career in our great Rail Industry.

Tell us something about you – interests outside work, hobbies, or something your work colleagues may not know about you.

Outside of work, I love the outdoors, in summer the beach, paddle boarding and boating and in the winter snow skiing.

I also love spending time with my two grandchildren.

Years on the PWI Committee:

Member of the PWI NSW since 1985,

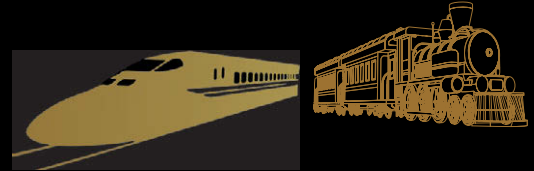
Joined the NSW PWI Committee 1997

Awarded Life Membership of NSW PWI in 2013

Key roles and period in them:

President of NSW PWI since 2002

Chair of the PWI National Executive Steering Committee since 2023.



Robert is an Engineering Manager with over 40 years of railway experience. He commenced work in the State Transport Authority of South Australia where he gained a solid basis for understanding and delivering railway infrastructure maintenance. Robert also managed the OneSteel Steel Sleeper business for two years.

Robert has worked for the John Holland Rail Division for over 20 years being involved in delivering major projects in Australia and in setting up projects internationally. He has recently been working on the Melbourne Metro Tunnel Project as Technical Services Manager leading the wheel rail interface aspects of the project and responsible for coordinating Type Approvals and Standard Waivers.

Robert's knowledge and experience have also been instrumental when he was the Chair of the Standards Australia Track Materials CE2 committee and he continues to participate in development of RISSB Track Infrastructure Standards.

In addition to his long support of the PWI in SA, Robert has been an active member of the RTSA since its inception in 1998, with roles as Executive Chair, Executive Treasurer, SA Chapter Chair and Conference Chairman for the 2004 CORE held in Darwin. He was awarded Life Membership of the RTSA in 2013 and continues as a member of the RSTA Awards committee to this day.

Years of Experience in the Rail Industry:

45 Years

What are you most proud of or passionate about in your career?

I am proud of some of the innovations brought into projects that I have worked on. I enjoy problem solving and implementing solutions that meet all the Stakeholder requirements and expectations.

I am especially proud of my involvement in the RTSA Awards committee, that recognises and rewards persons in their career progress through the Rail Industry from Student Thesis awards right through to Distinguished Career Awards and all other stages in between.

Tell us something about you – interests outside work, hobbies, or something your work colleagues may not know about you.

I enjoy going camping and fishing, chasing those large and unusual species around Australia.

Years on the PWI Committee:

Member for 38 years.

On the PWI committee for 12 years

Key roles and period in them:

SA Treasurer for 12 years



Jamie is a Chartered Civil Engineer and Mott MacDonald's Rail Lead for Victoria. Having started his career in the UK as a track designer on mega projects including High Speed 2, Crossrail, Thameslink and Northern Powerhouse Rail, Jamie has spent the last five years in Victoria. During that time he has held key roles in the delivery of Melbourne's Level Crossing Removal Program, as well as the development and procurement phases of the Suburban Rail Loop.

Jamie's experience spans from concept design and business case development through to delivery and asset management. He now leads a multi-disciplinary rail team involved in rail projects throughout Australia. Having been a member of the PWI in the UK since graduation, Jamie was instrumental in establishing the Victorian chapter in 2024.

Years of Experience in the Rail Industry:

12 Years

What are you most proud of or passionate about in your career?

Victoria's level crossing removal program, in which the alliances deliver complex brownfield projects from concept to commissioning in as little as 18 months, will always be a highlight. The alliance environment brings out the best in engineering innovation and teamwork!

Tell us something about you – interests outside work, hobbies, or something your work colleagues may not know about you.

I am an obsessive 'Munro Bagger' – setting out to climb all 282 of Scotland's 'Munros', or mountains over 3,000 feet.

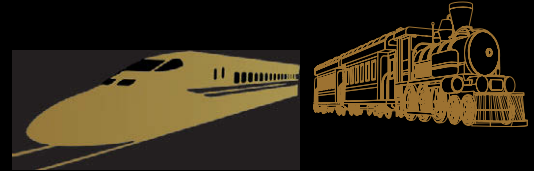
Years on the PWI Committee:

<1

Key roles and period in them:

President, Victoria (2024 – present)

National PWI Panel (continued)



Tony is Currently a Chief Technical Principal for SMEC's Global Rail Business, he utilises over 27 years' of industry experience to provide subject matter expert information / coordination for a variety of future shaping projects across the globe and is an active member of Engineers Australia (including RTSA) and Treasurer for Permanent Way Institute Qld Branch (PWI).

Tony started in the UK as a track engineer with a pencil, rule and drawing board until CAD started to be implemented in the late 90's and undertook site surveys, design, manufacturing inspections through to construction setout/ supervision.

Tony is currently the Design Manager (SMEC/WSP Design Joint Venture) for the Beerburrum to Nambour rail upgrade project in the Sunshine Coast working closely with DTMR, QR and the constructors, SWC & JHG.

Years of Experience in the Rail Industry:

27 Years

What are you most proud of or passionate about in your career?

Proud that some of my earlier projects are being decommissioned (not so much as I feel old). Young engineers that I have supported and worked with though their careers are achieving great things in the industry.

With innovation constantly on the horizon, Tony is passionate about leading discussions for the future of the railway industry and mentoring generations to focus on emerging technologies but also remember what we used to do to enable rail projects in particular to address innovative analysis to be implemented into network asset life cycles

Tell us something about you – interests outside work, hobbies, or something your work colleagues may not know about you.

I coach Junior football and my U15's came 3rd but narrowly missed out on the final for 2024.

Years on the PWI Committee:

18

Key roles and period in them:

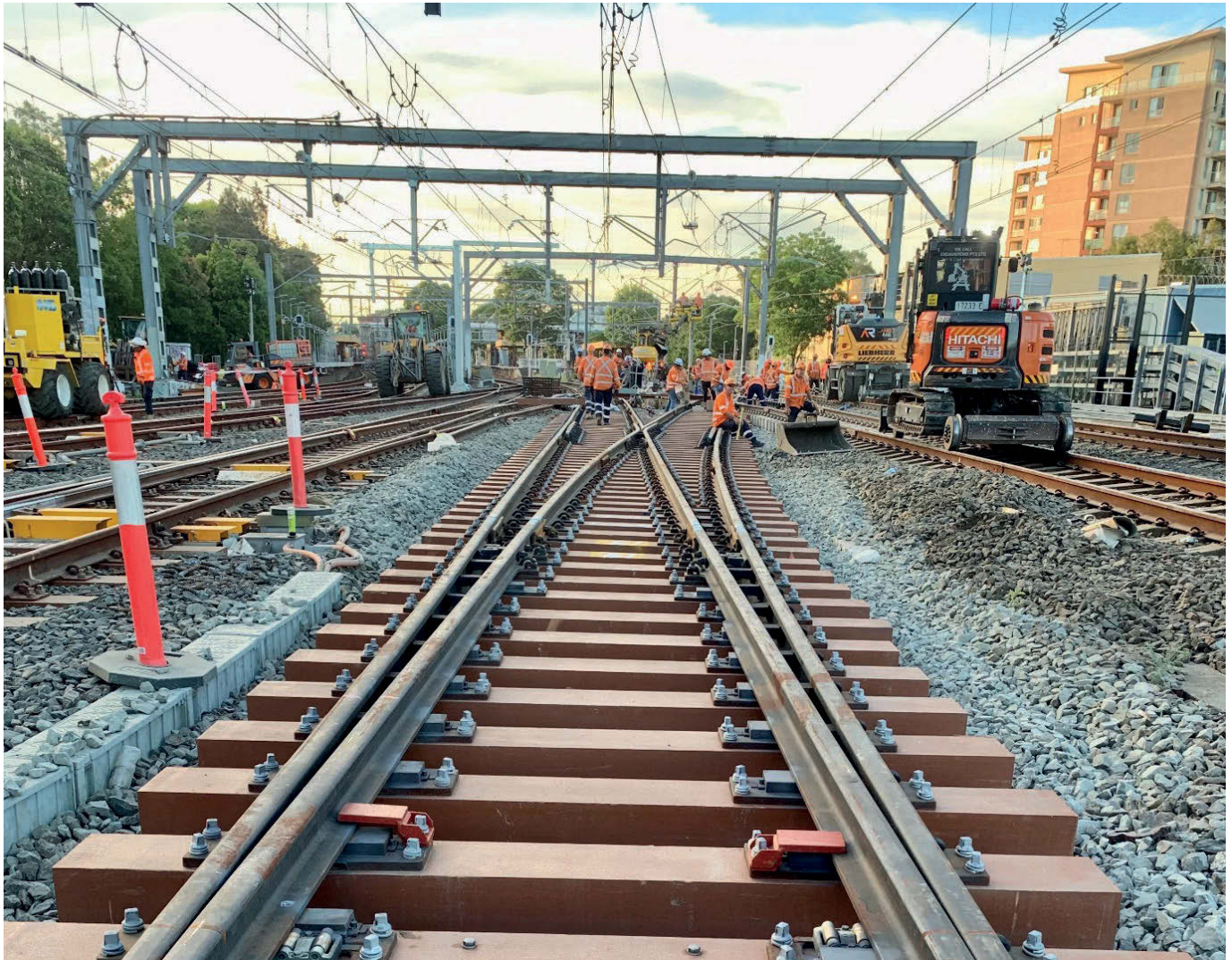
Treasurer QLD 2009 to present



David started his career as junior Engineer in British Rail working alongside his father who was a Railwayman of 40 years. In his early years he spent time working through the Maintenance and Capital Works divisions before British Rail moved into the privatization. Initially working within Tarmac and later Jarvis Rail, David moved into the leadership of a number of UK regions leading business units before moving into the major projects space leading significant elements of the West Coast Route Modernisation. In 2009 David moved to Australia with his wife and three children for a role with Laing O'Rourke and hasn't looked back since working on major Alliances, leading Business Units and currently as the General Manager Rail Sector for the Australia hub



ELEVATING THE TRANSPORT SECTOR



We are excited to announce that Australian PWI Chapters have collectively introduced the Fellow grade, the organisation's highest membership level. This prestigious recognition marks a significant milestone in our commitment to fostering excellence and leadership within the transport sector.

THE VALUE OF THE PWI FELLOWSHIP

Achieving PWI Fellowship elevates your professional standing, enhances recognition of your expertise, broadens your professional networks, and acknowledges your commitment to PWI. This accolade is more than just a title; it is a testament to our members' dedication, skill, and leadership. Introducing this grade aims to inspire our members to strive for excellence and set a benchmark for professional achievement within the industry.

BENEFITS TO PWI AND THE AUSTRALIAN MARKET

Introducing the PWI Fellowship in Australia is poised to substantially benefit the transport sector. By recognising and celebrating the highest levels of professional achievement, we are fostering a culture of excellence that will drive innovation and improvement across the industry. Fellows will be role models, inspiring their peers and the next generation of transport professionals.

Fellows will also give back to PWI for such an accolade, contributing to the growth and success of our organisation. The Fellowship provides a platform for enhanced collaboration and knowledge sharing. Fellows will engage with a network of local and international top-tier professionals. This exchange of ideas and best practices will be invaluable in addressing the unique challenges the Australian transport sector faces.



COMMITMENT AND RECOGNITION

We proudly appointed our first two PWI Fellows, Neil Hobden FPWI(Aus) and David Cooper FPWI(Aus), who established the PWI Fellowship Council (Australia) to review future applicants for this esteemed grade. Their leadership and commitment have been instrumental in shaping the future of the Fellowship and ensuring its ongoing impact.

PWI FELLOWSHIP COUNCIL

To ensure that members applying for Fellowship are consistently reviewed and fair, a PWI Fellowship Council (Australia) has been formed. The council will regularly meet to review and endorse qualifying applications.

The council consists of a Chair, a Secretariat, and ten Fellows, representing the engineering disciplines and ensuring equal representation between various State Chapters and workplace diversity.

We would like to recognise the first PWI Fellowship Council members as follows:

NO	MEMBER NAME	CHAPTER	PWI ROLE	COMPANY
1	Neil Hobden	NSW	Council Chair	TfNSW
2	Aaron Sweeney	QLD	PWI Committee Lead	Queensland Rail
3	Robert Schweigar	SA	PWI Committee Lead	John Holland
4	John Paff	NSW	Technical - Track	WSP
5	David Cooper	NSW	Technical - Track	Retired
6	Katharina Gerstmann	NSW	Technical - Track	WSP
7	Lisa Allsopp	NSW	Technical - Track	John Holland
8	John Scaife	VIC	Technical - Track	Interface Rail Engineering
9	Dianne Banks	VIC	Technical - Track	Keolis Downer
10	Colin Kenny	NSW	Technical - Electrical	CPB Contractors
11	David Stuart-Smith	NSW	Technical - Electrical	Arup



FELLOWSHIP ROLL-OUT

To support the roll-out and ensure that applicants were likely to know a PWI Fellow, to act as their referee, the PWI Chapters recently provisionally endorsed several members deemed as industry experts. These members have now started to apply, and have been awarded Fellowship, and we would like to recognise these inaugural Fellows as follows:

NO	MEMBER NAME	CHAPTER	DISCIPLINE	COMPANY
1	Robin Stevens	QLD	Track	Queensland Rail
2	Phil Campbell	SA	Track	Shoal Group
3	Mark Harris	NSW	Track	Acciona
4	Mike Hickey	NSW	Track	RPS
5	David Judge	NSW	Track	Rio Tinto
6	Scott Chapman	QLD	Track	ARTC
7	Malcolm Kerr	NSW	Track	RPS
8	Keith Middleton	NSW	Electrical	Middleton Group
9	Ian Prescotte	NSW	Track	Laing O'Rourke

A GLOBAL PERSPECTIVE

PWI originated in England and has a long history of promoting excellence in the railway industry. The introduction of the Fellowship grade in Australia aligns with our UK counterparts with similar qualifying requirements, with the addition of having to have worked within the Australian rail industry for three years.

Fellowship reinforces our global vision of setting high standards and fostering professional growth. By adopting this prestigious grade, we are not only recognising the achievements of our members but also aligning with international best practices. This global perspective enriches our local industry, ensuring we remain at the forefront of innovation and excellence.

APPLY NOW!

Take your career to the next level and become a Fellow of PWI. This is your chance to join an elite group of professionals recognised for their outstanding contributions and commitment to the transport sector. Achieving Fellowship status is an honour and a career-defining milestone that sets you apart as a leader.



PWI MEMBERSHIP RECOGNITION

We would also like to acknowledge all our members, through the availability of the post nominals (MPWI).

PWI Membership embeds individuals in a community of knowledge sharing, though leadership and opportunity all in relation to rail engineering.

Membership benefits have been designed to help increase a members potential and get the most from their rail careers.

For those who have a professional or personal interest in the railways, the PWI is a great community to be a part of.



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THE 2024 CONVENTION

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2025 PWI Calendar



January						
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- PWI Annual Convention
- PWI Exec Breakfast
- PWI Awards Night
- PWI Winter Dinner
- PWI Golf Day

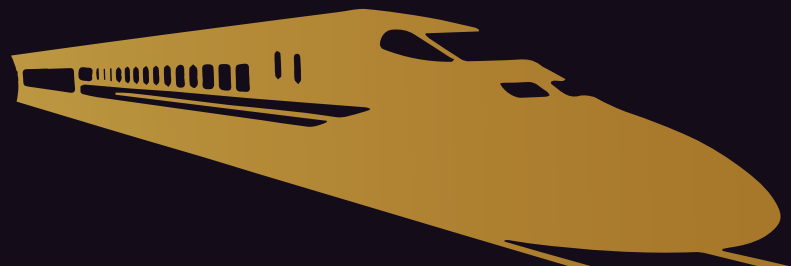
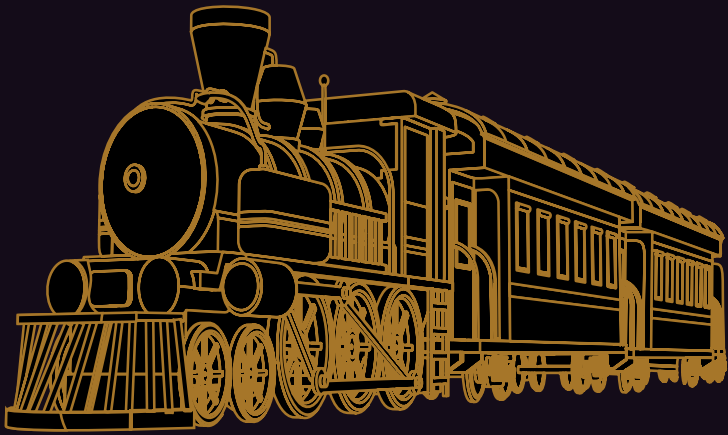
- PWI Technical Meetings
- PWI Lunch and Learn
- PWI Country Meetings
- PWI Site Visits
- PWI Committee Meetings

- ARA Awards (Sydney)
- AusRail
- Public Holidays
- School Holidays

Scan the QR code for the live calendar



PWI EVENTS



IN 2025



PWI AWARDS

20TH FEBRUARY | IVY BALLROOM, SYDNEY

COMMUNITY | PATHWAYS | KNOWLEDGE | RESILIENCE
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PWI GOLF DAY 28th March 2025



Start preparing your teams and be ready to tee-off!



PWI WINTER DINNER

19TH OF JUNE 2025 | DOLTONE HOUSE HYDE PARK, SYDNEY

SPONSORSHIP AVAILABLE

COMMUNITY | PATHWAYS | KNOWLEDGE | RESILIENCE
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PWI NSW

The Institution for Rail Infrastructure Engineering

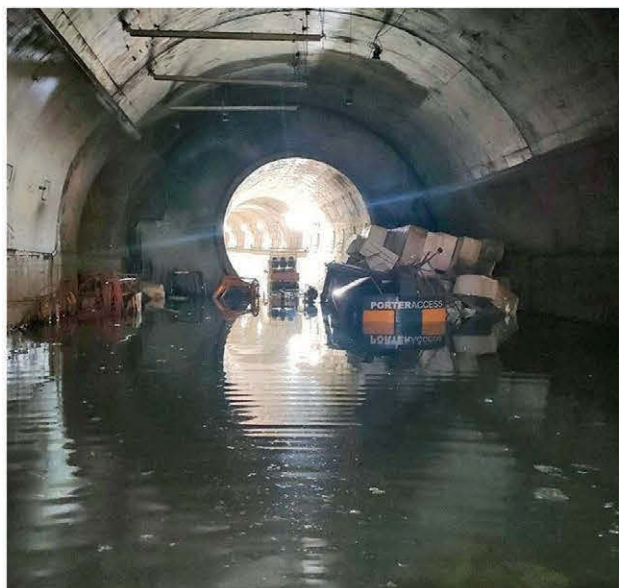


LUNCH & LEARN

We are thrilled to announce the introduction of the PWI Lunch and Learn sessions, an innovative platform where learning and lunching come together. Sessions are inclusive and open to everyone in the railway community, so if you're interested in infrastructure, be sure to join us.

13th Nov 2024	' Auckland Metro Flood Recovery ' with Kiwi Rail
15th Jan 2025	' Repoint Switch System ' with Prof Roger Dixon
12th Feb 2025	' OHW Presentation - TBC ' with Louis Petroulis
12th Mar 2025	' Sustaining Sleepers Strategy ' with Darren Sharp

For any queries relating to sponsorship of Lunch and Learn Sessions please contact us on **Rob.Macdonald@arcinfra.com**



PWI NSW

The Institution for Rail Infrastructure Engineering



TECHNICAL (CITY) MEETING

The Technical (City) Sub-Committee of the PWI is looking for companies interested in sponsoring our next planned City Technical Meeting held in Sydney NSW.

We have the following dates set aside for the 2025 City Technical Meeting calendar:

13th February 2025	10th April 2025
26th June 2025 SPONSORSHIP BOOKED	14th August 2025
20th November 2025	

Please reach out to Alex Black for details
alex.black@arcadis.com



PWI NSW

The Institution for Rail Infrastructure Engineering



TECHNICAL (COUNTRY) MEETING

The Permanent Way Institution (PWI) is excited to bring our Country Meetings to the regions and is committed to hosting three events annually. These meetings provide an invaluable opportunity for industry professionals to connect, collaborate, and gain insights into local projects and innovations. In 2025, we will host Country Meetings in Dubbo and Newcastle, showcasing the latest developments in these regions while fostering collaboration among members and stakeholders. These events highlight local expertise and facilitate knowledge exchange, supporting professional growth and development beyond the metropolitan area.

By expanding our events to regional locations like Dubbo and Newcastle, we aim to strengthen industry ties and provide our members with valuable networking and educational opportunities, no matter where they are based. We are committed to supporting rail professionals across New South Wales and ensuring that our members have access to the latest insights and connections. We look forward to seeing you in 2025 as we continue to grow PWI's presence and celebrate the achievements of regional rail projects.



PWI NSW

The Institution for Rail Infrastructure Engineering



SITE VISITS

The Permanent Way Institution (PWI) proudly hosts regular site visits, offering members a unique opportunity to gain firsthand insights into active and completed rail projects. These visits are designed to provide an up-close experience of the latest developments, technologies, and methodologies being implemented across the industry. By connecting members directly with the projects and professionals shaping the future of rail, our site visits foster a deeper understanding of the challenges and successes faced in various rail environments, from urban networks to regional lines.

These interactive experiences are about observing infrastructure and operational advancements and facilitating knowledge exchange and professional networking. PWI site visits bring together a diverse group of industry professionals, creating a dynamic environment where members can discuss best practices, share expertise, and build connections that enhance their careers and projects. We encourage all members to join these valuable events, gaining exclusive access to the rail sector's most significant and transformative works.



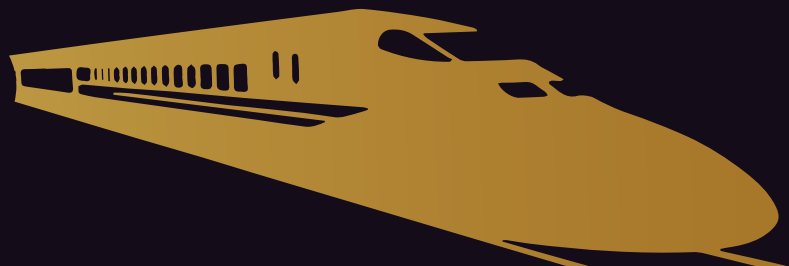
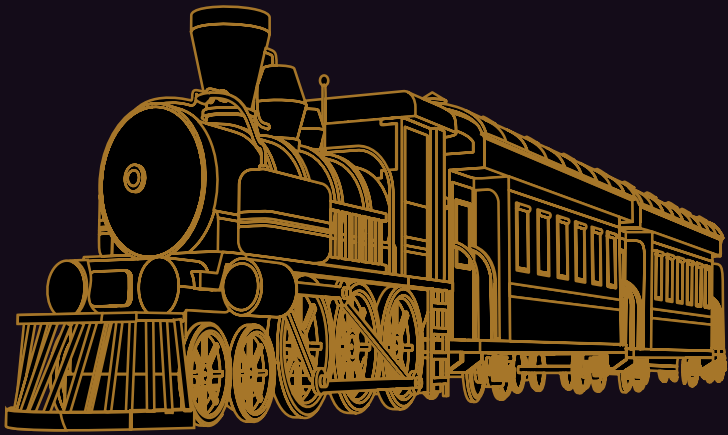
PWI EXECUTIVE BREAKFAST

MAY 2025

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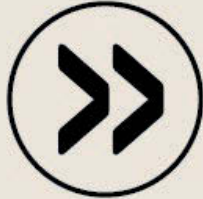


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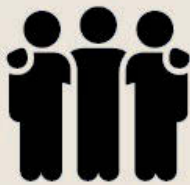
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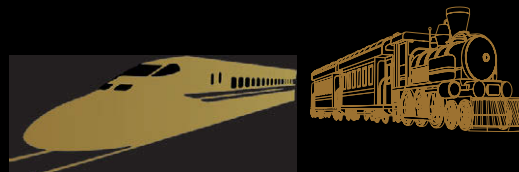
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The PWI recognises the continued support we receive from our Platinum and Gold Corporate Members:

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Regional Platinum Members



Gold Corporate Members





Paul Feris

Head of Development – Major Projects
paul.feris@acciona.com

Mark Harris

Project Director – Rail Infrastructure
mark.d.harris@acciona.com





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Indeed, we play a major role in the nation's supply chain to ensure supermarket shelves remain stocked and export commodities reach global markets.

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And as passionate as we are about rail, we're equally passionate about safety.

Ensuring safe workplaces is critical to protect our people, industry partners and the communities in which we operate to ensure we all get home to our loved ones every day.

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We're proud to be part of Australia's rail industry and are determined to keep modernising our network operations in support of people, businesses and communities across the country.

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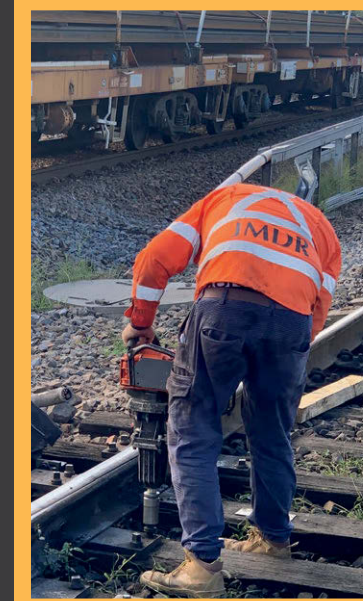
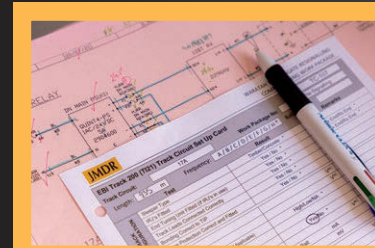
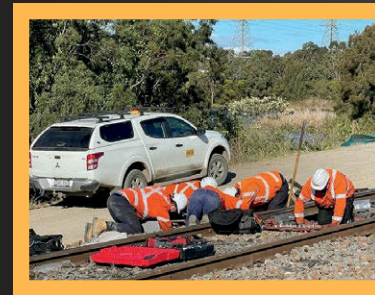
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- Train Interference Testing
- Signalling & Commissioning Management
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OUR VISION – “GLOBAL RAIL INDUSTRY PROVIDER OF CHOICE FOR ENGINEERING SERVICES”

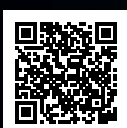
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DEGNAN

**Delivering challenging infrastructure.
Success and solutions achieved through
collaboration and innovation.**

Degnan has delivered specialised solutions for challenging and unique projects for over 40 years. Our ability to adapt to client requirements is the foundation of our ongoing successful delivery of rail infrastructure and first-of-type projects.

www.degnan.com.au





Jacobs

Creating a more connected, sustainable world

At Jacobs, we're challenging today to reinvent tomorrow — delivering outcomes and solutions for the world's most complex challenges. With a team of approximately 45,000, we provide end-to-end services in advanced manufacturing, cities & places, energy, environmental, life sciences, transportation and water. From advisory and consulting, feasibility, planning, design, program and lifecycle management, we're creating a more connected and sustainable world.

Helping rail clients move forward

We're a globally recognised leader in the safe and efficient delivery of rail and transit solutions, helping rail clients plan, manage, develop, finance, design, construct, maintain and operate rail infrastructure that connects people and businesses around the world. We have the right mix of management, design, engineering, strategic advisory, regulatory and business expertise to help clients solve their most pressing challenges, including decarbonisation, digitisation, and physical & cyber security, and project delivery, and capitalise on every opportunity to challenge today and reinvent tomorrow.

In Australia and New Zealand (ANZ), we have a team of over 3,000 highly skilled professionals across design, engineering, planning, sustainability and consulting disciplines, working with clients to support some of the biggest rail projects currently underway in ANZ.

#1 ENR's list of Top 500 Design firms (2024)

#2 in Mass Transit & Rail (2024)

Our services:

- STRATEGIC CONSULTING
(sustainability, decarbonisation)
- BUSINESS CASE & FEASIBILITY PLANNING
- ENVIRONMENTAL SERVICES
- TRANSPORT PLANNING
- ENGINEERING DESIGN
- RAIL SYSTEMS
- ARCHITECTURAL DESIGN
- INTEGRATED PROJECT DELIVERY SERVICES
(cost, schedule, risk, project, program)
- ASSET MANAGEMENT, OPERATIONS MANAGEMENT & FACILITY SERVICES

Let's find out what we can achieve together.

Julian Small

Executive Market Director Rail, Ports & Aviation, Australia & New Zealand
Julian.Small@jacobs.com

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in     

Jacobs Challenging today. Reinventing tomorrow.



Gain traction with **middlet**on Group

Middleton Group
specialises in the design
and delivery of traction
substations and
rail-related power systems.

ABOUT MIDDLETON GROUP

We are a Transport for NSW Technically Assured Organisation (TAO) for the following areas:

- Earthing, bonding, electrolysis and lightning protection
- Electrical network planning and modelling
- Electromagnetic compatibility

Our team can assist in strategic planning of rail power systems along with specific design of complex and technically challenging projects. Complementing our technical expertise, we also offer extensive experience managing complex rail projects.

OUR VALUE PROPOSITION

- Outstanding technical capability
- Extensive experience across a range of challenging projects
- Proven ability to design and assess against industry standards as well as client-specific standards
- Strong stakeholder engagement and relationship management

CONTACT US



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OUR SERVICES

Engineering and design services

- Power network strategy
- EMI and EMC modelling for DC and AC railways
- Earthing, bonding and electrolysis mitigation for DC and AC railways
- Traction power modelling (AC and DC systems)
- DC and AC railway short-circuit and protection studies
- Project development and scoping
- DC and AC traction substation layout/design (concept to detail), including protection and control systems
- Rail operation and maintenance
- Traction and signalling interface analysis
- Energy-consumption modelling for AC and DC railways
- Rail negative infrastructure system modelling and design for DC railways

Delivery review services

- Tendering and procurement of power system equipment
- Review, approval and integration of vendor data
- Construction phase engineering support
- Project and construction management services
- Analysis of AC/DC interface issues and solutions
- Stakeholder consultation (rail transport operators, network service providers, standards committees)

OUR EXPERIENCE

New South Wales

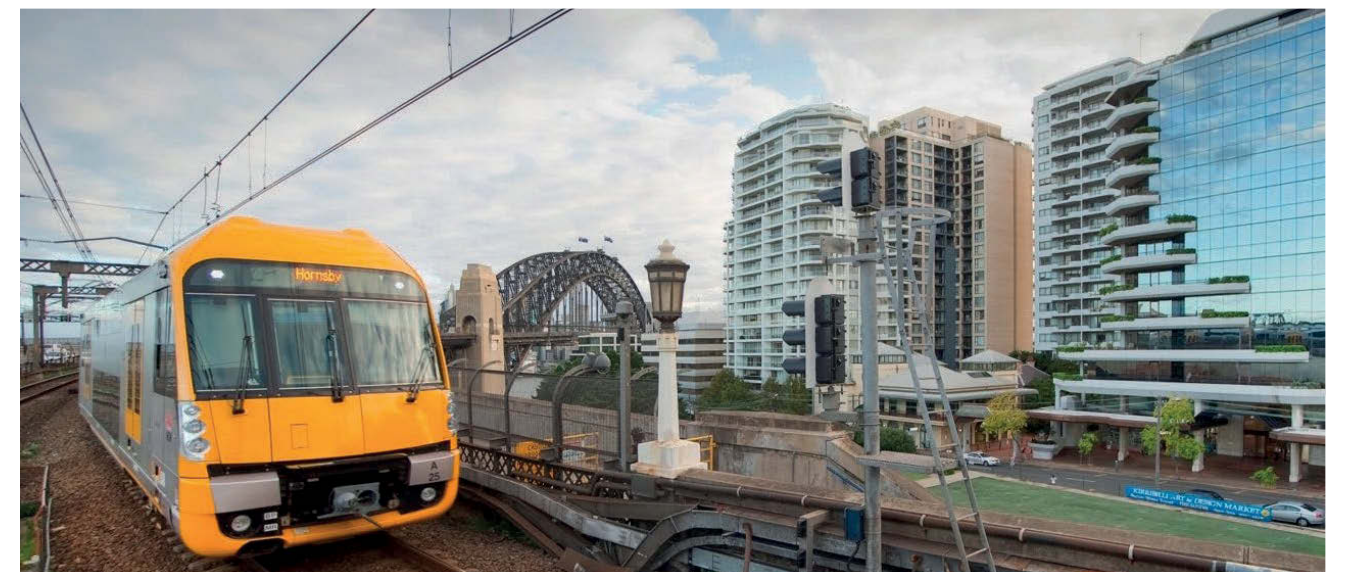
- Sydney Trains – Network electromagnetic compatibility risk assessment audit (1500V DC)
- Sydney Metro Western Sydney Airport Line – Traction power modelling (25kV AC)
- Central Precinct Renewal Program (CPRP) – Earthing, bonding and electrolysis strategy (1500V DC)
- Lidcombe Station 33kV aerial relocation feeder 7A6 – Harmonic study, earthing and bonding detailed design

Aotearoa New Zealand

- Auckland Cross Rail Link – EMC and earthing and bonding strategy, independent verifier (25kV AC)
- Wellington Metro Upgrade – Traction power modelling, independent verifier (1500V DC)
- Wiri to Quay Park Project – EMC and earthing and bonding detailed design and verification as part of Auckland electrified area (25kV AC)
- KiwiRail – Technical advice on the implementation of a staged autotransformer supply system for the Auckland network

Victoria

- Suburban Rail Loop – Independent SME for EMC and validation traction power modelling (25kV AC)
- Level Crossing Removal Project – Traction power modelling and earthing and bonding detailed design and verification (1500V DC)
- Metro Tunnel Project – Independent SME for EMC and technical advisor for earthing and bonding strategy and design review (1500V DC)



PANDROL

Creating efficiencies to maximise operation



Fastenings



Aluminothermic
Welding



Electrification



Track Equipment



Track Control



Condition Monitoring

A global leader in rail infrastructure technology, we are committed to excellence, innovation, and quality. Our products underpin the world's fastest railways and are developed to drive efficient installation and maintenance.

Visit pandrol.com to explore our full range of solutions for rail infrastructure.

Partners in excellence

www.pandrol.com

PANDROL

Solving your noise & vibration problems

Pandrol designs and delivers solutions which enhance maintenance of urban rail infrastructure, optimising noise and vibration levels on new and existing rail networks.

Partners in excellence

www.pandrol.com

INFRASTRUCTURE

INFRASTRUCTURE

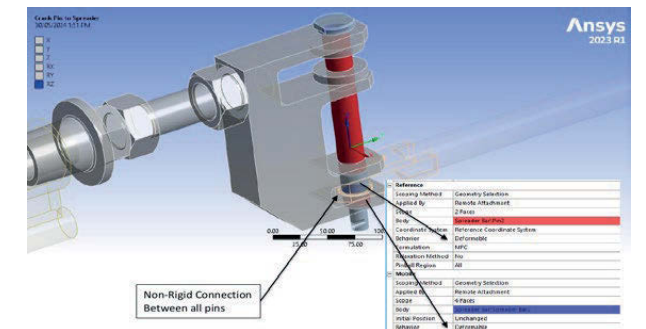
Progress Rail's Infrastructure team has significant below-rail solutions through our rail switch and crossing design and manufacturing facility based in Sydney and Perth.

TRACKWORK FACILITIES

Progress Rail Australia's local commitment comprises of 24 operations, 5 offices and over 1,000 employees across Australia. The Infrastructure unit maintains manufacturing facilities; with Track facilities in Revesby, New South Wales, Kewdale, Western Australia; and an Asset Protection manufacturing facility in Canning Vale, Western Australia where we provide design, services & products to our customers across Australia.

DESIGN AND PROFESSIONAL SERVICES

Our design and engineering team will utilise their years of experience in mechanical, civil and trackwork engineering to provide solutions to meet our customers' requirements. We utilise a whole of life cycle approach from concept through to installation, maintenance and decommissioning. Our rigorous processes provide assurances that the outcomes meet applicable specifications with best industry practices applied in accordance with our ISO-9001 accredited Quality Management Systems.



RAIL SALES

To complement our trackwork offerings Progress Rail is a supplier of straight rail products for small to mega projects. Our range covers both Plain Carbon and Head Hardened in a range of sizes and lengths suitable for the Australasian rail market. In addition, we are a supplier of crane rail and associated fastening solutions.

ASSET PROTECTION

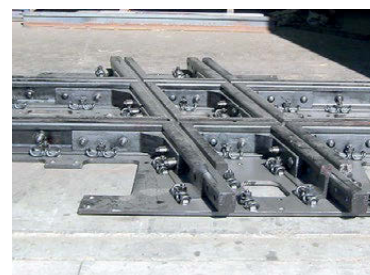
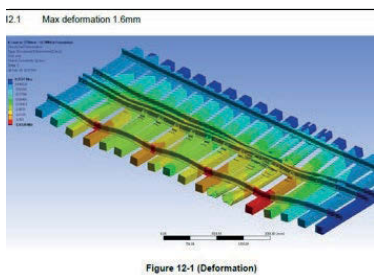
Keep trains moving safely by monitoring wheel and bearing temperatures and inspecting dragging equipment and high, wide or shifted loads. Our inspection systems offer a wide range of track-mounted equipment to aid in defect detection, diagnostics and monitoring. From protecting the ties and track to other high value assets. Progress Rail is able to take the guesswork out of designing asset protection solutions to meet customer needs.



POINT OPERATING SYSTEMS

Progress Rail provides design and manufacturing of points operating systems and mechanical rodding to best accompany our turnouts for a holistic solution and best performance and reliability outcome for the customer.

We offer varying levels of points operating equipment for both manual/mechanical systems through to motorised systems to suit your budget and requirements.



TRACKWORK

POINT OPERATING SYSTEMS

DESIGN AND PROFESSIONAL SERVICES

RAIL SALES

ASSET PROTECTION

Progress Rail
A Caterpillar Company

www.progressrail.com/en/Segments/GlobalLocations/Australia.html

✉ Tracksales.AUS@progressrail.com [@Progress_Rail](https://twitter.com/Progress_Rail) [@progressrail](https://facebook.com/progressrail)

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Shaping the future of *mobility in rail*



WSP is partnering with clients and industry to design **Future-Ready™** cities and regions by providing sustainable, efficient and integrated transport networks to keep communities and places connected.

We congratulate the PWI on 50 years of supporting rail professionals!

WSP have proudly supported the **Sydney Metro City & Southwest** line for 10 years providing technical advisory, design and construction stages, incorporating innovative approaches to sustainable construction in the process.

This is just one of many fantastic projects demonstrating how our rail professionals and multidisciplinary teams are **changing how we move** for generations to come.

CONTACT US



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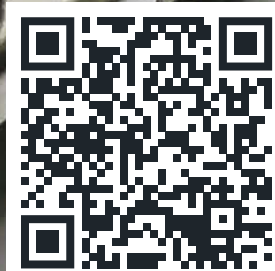


Sam McWilliam

Director of Rail
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+61 2 92725433

Scan the QR code to learn more
or visit:

wsp.com/en-au/sectors/rail-and-transit



CELEBRATING
50 years
OF THE PWI NSW

2024/2025 Enhanced Corporate Members

The PWI recognises the continued support we receive from our Silver Corporate Members.

Silver Corporate Members



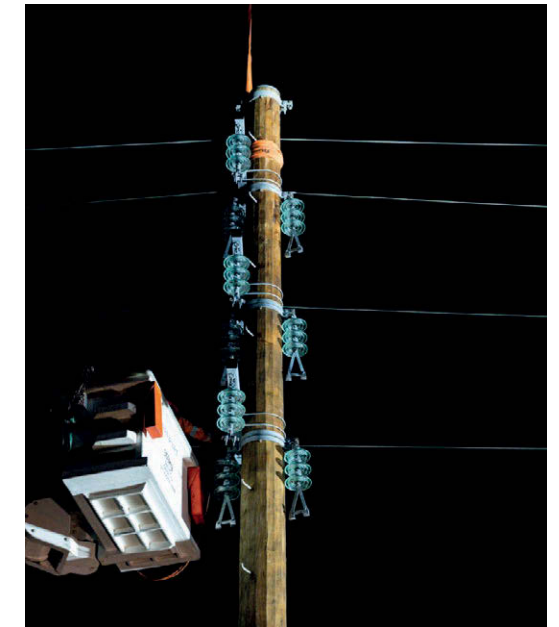
Improving rail infrastructure to connect communities

We deliver a broad a range rail projects and services to help future-proof rail networks – connecting communities and ensuring the reliable, efficient transport of goods. We approach projects collaboratively and work with our clients to deliver the best outcomes – driven by a shared passion and unwavering commitment to quality, safety and sustainability, ensuring the projects we deliver have a positive impact on the community.

Our capabilities include track reconditioning and point crossing renewal works, upgrade services for high voltage, traction overhead wiring and railway stations. We also deliver associated rail infrastructure including rail bridges and maintenance facilities.



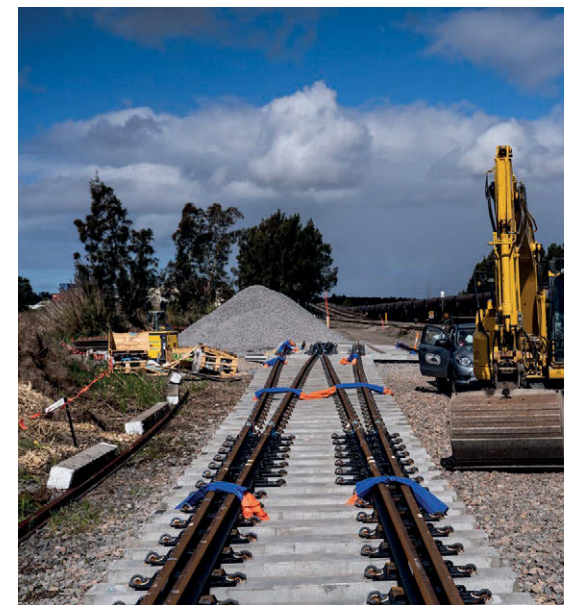
www.abergeldie.com



New Intercity Fleet AC Feeders Stage 2

We have been collaborating with Transport for NSW to deliver the new Intercity Fleet AC Feeder Stage 2 Upgrade to enhance network resilience and ensure reliable power supply to the rail network to meet the demands of a new fleet of air-conditioned trains.

The project involves upgrading substations, section huts, overhead wiring, and feeders, and delivering new infrastructure to create a turnkey solution. Key aerial and cable upgrades in Western Sydney include the 33 KV Feeder 7Y2 from Sefton Substation to Yagoona Substation, the 33 KV Feeder 713 from Yagoona Substation to Revesby Substation and the 33 KV Feeder EA653 from Bankstown (AG) Substation to Revesby Substation.



Hunter Valley Track Reconditioning and Earthworks FY22+

We are working closely with ARTC to deliver its Hunter Valley Track Reconditioning and Earthworks FY22+ package. The works include rail track formation and reconditioning, level crossing upgrades, and associated works.

- **Rix Creek** – 200 metres of track reconditioning including installation of a new culvert and 1200 metres of rail adjusting.
- **Sandgate** – Installation of new turnouts at Sandgate 185 pts and 187 pts including a dual track reconditioning scope on the up and down coals over 170m.

Creating Collective Success

Agonis Group was formed out of a desire to assist clients to develop, design and deliver their projects safely and efficiently while still achieving a profitable outcome.

We are able to do this by combining our decades of rail experience in technical, commercial and managerial disciplines.

We will show you how to reduce project cost and manage risk with minimum contingency, through our range of specialist services:

Constructability Assessment

Estimating and Value Engineering

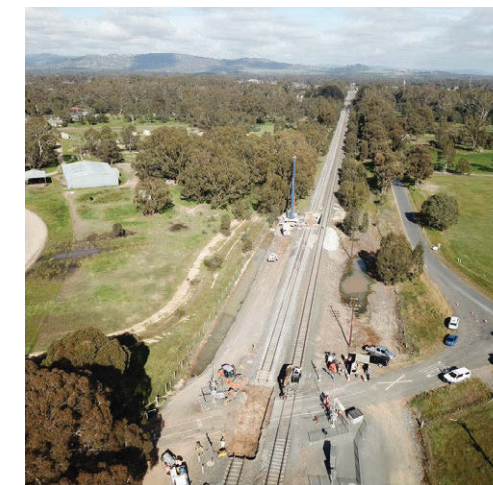
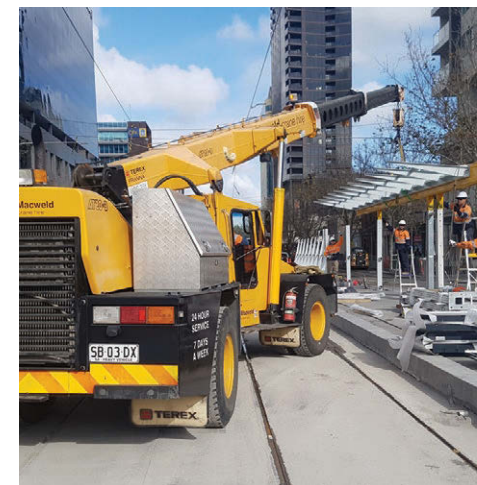
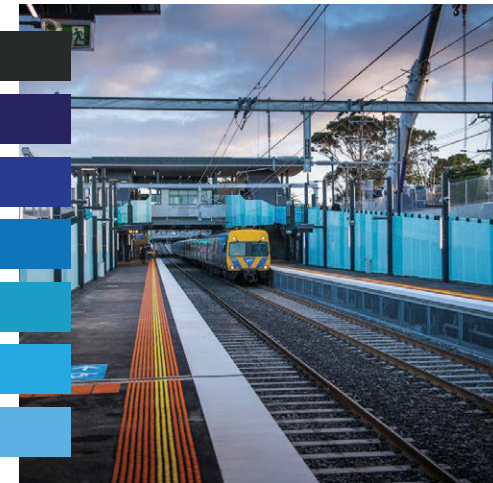
Risk Management and Safety Assurance

Commercial and Contract Management

Project Management

Business and Continuous Improvement Programs

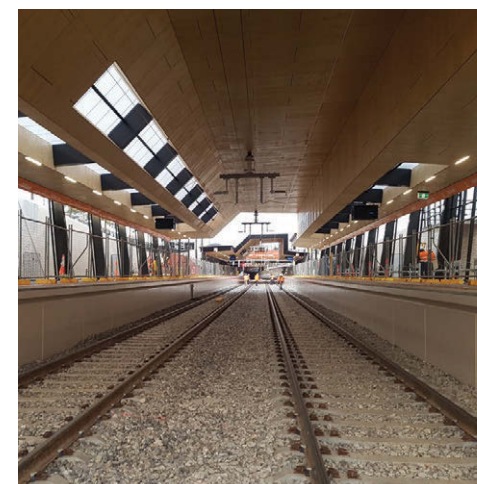
Asset Management



Agonis Group's expertise lies in connecting all parts of the railway system from project initiation through project development, delivery and the asset management phases.

We do this through the lens of construction and project management professionals which enables us to identify risk and create opportunity.

Realising innovation is a key factor in our success and a reason many organisations partner with Agonis Group. Our team has proven abilities to add real value through their depth of experience in both development and delivery of some of the largest railway projects in the country.



www.agonisgroup.com.au

Next generation design with sustainable delivery solutions

Our national team of rail system professionals work across Australia on a wide range of projects on client and contractor sides.

We cover a diverse range of disciplines from track and civil, signalling, traction power, overhead wiring and earthing and bonding, to systems engineering and safety assurance.

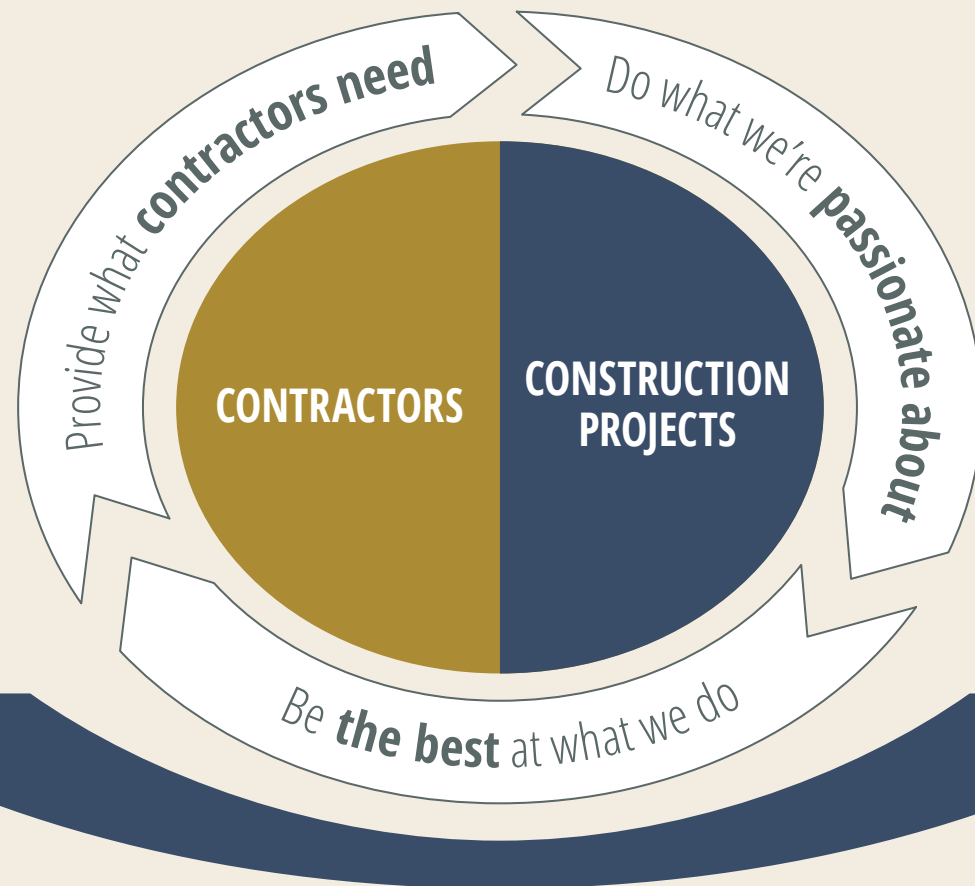
Our specialist teams have experience in regional and metropolitan projects from feasibility to detailed design and construction phase services including:

- National Intermodal - BIFT
- Suburban Rail Loop
- Easy Access Station Upgrades for Transport Access Program
- Inland Rail - Rail Systems Designer
- Sydney Metro SMDS and Southwest Metro Corridor
- New Intercity Fleet (NIF) Station and Signalling Enabling Works
- Central Precinct Renewal Project
- Sydney Metro ETP (Eastern Tunnelling Package)
- Sydney to Newcastle High Speed Rail
- METRONET



You do you. We'll do the rest.

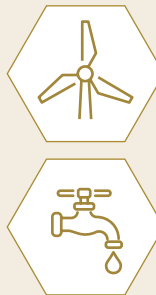
(Not everything quite yet!)



Environment & Sustainability



Project Services Group



Systems Engineering & Safety Assurance

- Approvals, Licences & Auditing
- Environmental Management Systems
- Environmental Assessments & Planning
- Ecology Services
- Sustainability Rating Schemes
- Corporate Sustainability (ESG)
- Climate Risk Management

- Project Planning and Controls
- Communications and Stakeholder Management
- Engineering Management
- Interface Management
- Constructability
- Completions and Handover
- Project Management

- Requirements Management
- Human Factors
- Safety Assurance
- Configuration Change Management
- RAM
- Systems Engineering
- Technical Assured Organisation (TAO application Support)



Build a best-in-class project team with ARCH's support

- Contractors need exceptional core skills to deliver profitable and successful projects, however projects often require a diverse array of other skills as well.
- Whilst these may be non-core skills for contractors, they are ARCH's core services; being the best-in-class at what we do is how we are profitable and successful.
- Our goal is to provide a single phone call for our contractor clients to access a wide range of these services.
- Whether you need to fill gaps in your current teams' capabilities, enhance your in-house team, or require temporary support to navigate the peaks and valleys of project demands, ARCH is here to support you every step of the way.
- From the initial tender and startup phases to project completion and handover, trust ARCH to be your dedicated partner in achieving seamless project execution and outstanding results.

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Arup has been at the forefront of high-speed and intercity rail for more than 40 years, working with clients worldwide, to unlock the transformative potential railways offer.

ARUP

Rail can transform lives, businesses and communities – we believe that we have a joint-responsibility with our clients, to do the best possible job for current and future generations.

Working in more than 140 countries, we have more than 15,000 designers, engineers, architects, planners, consultants and technical specialists collaborate with clients on building and infrastructure projects of the highest quality and impact. Our international team brings extensive experience helping clients to take projects from vision to reality, delivering reliable and high-quality assets and a positive legacy beyond the railway.

Our NSW experience covers every mode of rail including light rail, metro, high speed, suburban and heavy haul. Our approach combines systems-thinking, the latest digital technologies and decades of experience.

Rail projects demand a complex mix of skills and insights – from initial strategy and economics, through to engineering, people-centred design, operations and asset management. Success depends on bringing all these elements together – brilliantly. That's why our technical expertise is always backed by sharp strategic thinking,

whether we're optimising existing assets and services, or designing whole new railways such as with our Network Rail Operations Planning role for the Australian High Speed Rail Authority.

We are a client-centric organisation with a reputation for pioneering innovations and for fresh approaches to age-old challenges. We bring together diverse professionals from around the world, as well as local experts from railways and infrastructure backgrounds. We offer a range of services across rail structures, civil engineering, rail systems (track, electrification, signalling and train control), operations modelling, sustainability, planning and systems engineering and assurance.

We congratulate the PWI in achieving the 50-year milestone, something we celebrated last year when marking 50-years since we were entrusted with the structural design of the Sydney Opera House. The firm opened its first office in Sydney in 1963. We now employ over 2,500 staff in the region working from 13 offices across Australia, Singapore, Indonesia, Malaysia and New Zealand. Working with clients, partners and communities, Arup continues to seek ever better ways to imagine, reimagine and reshape the built environment.

For more information contact

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Simon Meares
NSW/ACT Rail Business Leader
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We shape a better world
arup.com

TRANSFORMING RAIL PROJECT LIFECYCLE THROUGH RISK ASSURANCE, IMPACT ASVISORY AND DIGITALISATION



Assurance in Rail:

Design, construction, safe integration and commissioning of rail systems require integrated compliance and risk- based approaches to address regulatory demands and safety risks. This continues to be essential during operation and maintenance. When rail stakeholders embrace technical and operational changes, that impact on systems and the safety of end users must be evaluated and assessed. Whilst innovative solutions emerge and rail assets become both physical and digital, assessment of cybersecurity risks becomes paramount.

Advisory in Rail:

Lifecycle optimization management of rail assets is underpinned by an integrated approach to design, construction, operation and management. Definition, apportionment, implementation of system requirements and validation thereof must be combined with sound management of the supply chain. Major rail projects with complex stakeholder relationships require a thorough systems' approach to succeed. Early management of safety, security and cybersecurity, human factors and EMC are key factors. In addition, rail stakeholders operating and maintaining the railway systems must address innovations and process changes for continued efficiency and safety to

the end user. Rail has a transformative potential as it can impact a single commuter journey as much as it can affect a country's wider economy. Faced with the ever-increasing demand for mobility and the effects of climate change, rail represents a sustainable long-term investment.

Digital Solutions in Rail:

Railways are seen as a sustainable and efficient transport mode. To capitalize on greener market demands, the industry must advance in a safe and secure way thus highlighting the need for digital services powered by domain expertise and best-in-class use of technologies. New digital solutions are changing how to design, construct and maintain railways.

Addressing transformations in the rail lifecycle, DNV can partner with you to:

Assurance Services:

- Conformity assessment services to railway subsystems and safe integration. Notified Body (NoBo), Designated Body (DeBo) and Assessment Body (AsBo) services.
- Certification of Entities in Charge of Maintenance (Rolling Stock ECM's)
- 2nd / 3rd party assessment of railway assets

- Independent Safety Assessments (ISA's)
- Independent Checking Engineer (ICE) / Independent Certifier (IC)
- Independent Verification and Validation (IV&V) of major railway projects (greenfield and renewals)
- Product certification against rail industry standards
- Certification of Safety Management Systems for railway undertakings (RU's), Infrastructure Managers (IM's) and other stakeholders
- Independent design reviews
- Railway product inspection at system, subsystem and component level
- Certification of critical processes (like welding)

We at DNV offer certification services for the certification of a quality system for welding of railway vehicles and components according to EN15085-2

Advisory Services:

- Railway RAM (Reliability, Availability and Maintainability)
- Railway Safety: risk analysis via a diversity of techniques and methodologies; management of system lifecycles and deliverables thereof (safety case, hazard log, etc.)
- Railway Verification and Validation at system, subsystem or component level
- Noise and vibration reduction advice
- Railway RAM (Reliability, Availability and Maintainability)
- Railway Safety: risk analysis via a diversity of techniques and methodologies; management of system lifecycles and deliverables thereof (safety case, hazard log, etc.)
- Railway Verification and Validation at system, subsystem or component level
- Noise and vibration reduction advice
- Ergonomics and Human Factors advisory services
- Systems engineering/integration support, within and without system boundaries (all interfaces)
- Project management support
- Electromagnetic compatibility (EMC) support

Why DNV?

DNV is an independent assurance and risk management provider, operating in more than 100 countries. Through assessment and digital assurance solutions, DNV helps companies build trust and transparency around products, assets, supply chains and ecosystems.

Whether certifying products, verifying claims or optimizing and decarbonizing supply chains, DNV helps companies manage risks and realize their long-term strategic goals, improving ESG performance and generating lasting, sustainable results. Driven by its purpose, to safeguard life, property, and the environment, DNV helps tackle the challenges and global transformations facing its customers and the world today and is a trusted voice for many of the world's most successful and forward-thinking companies.

Contact us:

DNV Business Assurance Australia Pty Ltd
Mark Downey – mark.downey@dnv.com
Amit Verma – amit.verma@dnv.com

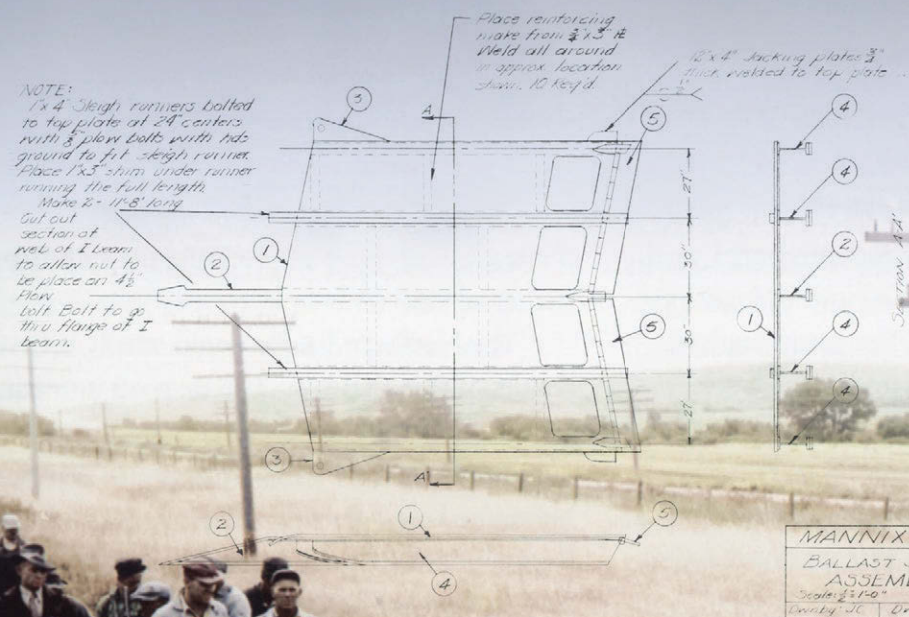
- Support in developing and implementing Safety Management Systems for RU's, IM's and ECM's
- Operation performance optimization
- Maintenance performance optimization
- Running dynamics optimization
- Lifecycle costs (LCC) optimization
- Training

Digital Solutions: Digital services powered by domain expertise and best-in-class use of technologies and paradigms:

- IA / machine & deep learning
- Big data
- Blockchain
- BIM and digital twin
- LoT
- Sandboxing
- Cloud
- Safety, Security & Cybersecurity
- Digital strategy, transformation and assurance services
- Digital train paradigm for maintenance and operation optimization use cases
- Railway station 4.0 paradigm for maintenance and operation optimization use cases
- Application of Veracity for data storage, exchange, management, processing to facilitate connection between domain experts and data scientists, thereby resulting in valuable information for decision making
- Security/cybersecurity advice and assessment for protection of railway critical assets (control centres, rolling stock, technical and maintenance centres, etc.)

With 70 years of rail maintenance expertise, no one knows the rail like Loram.

We've built a decades-long partnership with the Australian and global rail industry, offering the most innovative portfolio of equipment, and services crewed by our expertly-trained operators and technicians. Today, we're leveraging our experience, accumulated data, analytics and maintenance algorithms with advanced inspection technologies to provide you actionable intelligence and real-time monitoring for the most precise application of your rail maintenance activities.



Developed in the 1950's, the Mannix Ballast Sled and the Mannix Single Track Plow introduced greater efficiency and safety to rail maintenance. Many more innovations would follow for the company that would ultimately be known as Loram.



RAIL GRINDING | PRODUCTION | SPECIALTY | TRANSIT



FRICTION MANAGEMENT | SYSTEMS | LUBRICANTS | SERVICES



INSPECTION & OPTIMISATION SERVICES | RAIL | SLEEPER | SUBSTRUCTURE & GSM



BALLAST MAINTENANCE | BALLAST CLEANING | DITCHING | SPECIALTY EXCAVATION | UNDERCUTTING

MATERIAL HANDLING | BALLAST | DEBRIS | RAIL | WORK PLATFORMS



STRUCTURAL MONITORING | BRIDGE | TUNNEL | INSTRUMENTS

1,500+	250+	1.6+	140,000+	2,300+	98%
EMPLOYEES AND GROWING	MACHINES DEPLOYED WORLDWIDE	MILLION PASS KILOMETERS GROUND IN THE LAST DECADE	KILOMETERS OF SHOULDER BALLAST CLEANED IN THE LAST 10 YEARS	FRICTION MANAGEMENT UNITS	MACHINE RELIABILITY

The science of solving engineering problems.

Lycopodium is a global engineering consultancy, proven to excel within our focus service areas of rail engineering design & studies, independent rail inspections, rail infrastructure management and project management.

Engineering Design

At Lycopodium, we have assembled one of the best, most experienced and well-respected groups of engineers and designers in the Australian rail industry. We're specialists in rail engineering that delivers a quality service through the provision of fit-for-purpose rail design services and provides innovative solutions to our clients' requirements. We deliver technical engineering design and documentation using our in-house capability, that is supported by a cohesive and expertly managed drawing office, staffed by experienced designers and draftspersons.



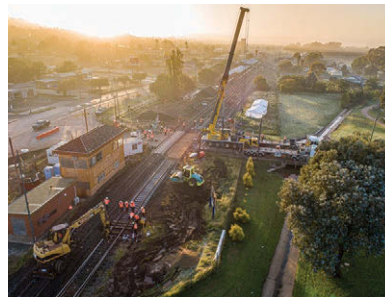
Engineering Design

Independent Inspections

Lycopodium is Australia's most trusted rail inspections partner, responsible for inspecting 1100km of track and 750 turnouts at 100+ sites Australia-wide. Our experienced team of inspectors is trusted by private and public transport operators across the nation. We provide routine safety critical independent track inspections and assessments of rail infrastructure and annual detailed inspections and asset condition reports. We operate with the simple goal that your assets be fit for purpose with no surprises at minimal cost.



RIM Services



Project Management

Lycopodium



- Engineering advisory services
- Track and civil design
- Independent Verification
- Operational modelling
- Transport and logistics studies
- Asset management services
- Rail Infrastructure Management
- Independent inspections
- Defect identification and mapping
- Rail maintenance

Level 1 / 20 Newton Street, Broadmeadow, NSW | +61 2 4920 5800 | lycopodium.com/rail

Newcastle

Melbourne

Brisbane

Perth

CREATED FOR RAIL



NEW
ELECTRIC
SERVICES



Transport for NSW
Authorised Engineering
Organisation

OUR SERVICES:

LV | HV | OHW | E+B | TELCO

JENNY VALENTINO
Sales+Marketing Manager
0404 343 092



Life Enhancement

Smart services for an optimised machine service life

The continuous advancement of technology creates opportunities to increase machine efficiency. At the same time, the market is constantly changing. This requires an ability to adapt. You can also take advantage of these opportunities with your time-tested machines! We offer extensive and innovative services that will extend your machine's service life. In addition, you can ensure its performance or even improve it in a specific way.

Upgrade

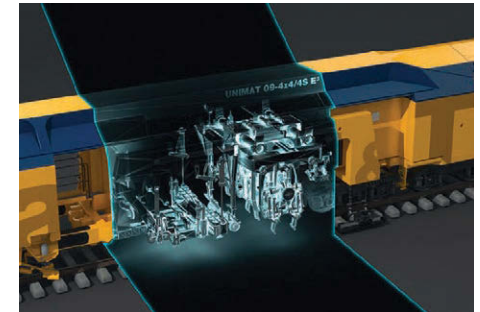
Increased performance for time-tested machines

Our services:

- State-of-the-art technologies for existing machines
- Adapting upgrade systems to existing machines
- Installation by Plasser Australia service technicians
- Fixed service offers - fixed price

Your benefit:

- Increased performance
- Improved safety
- Extends your range of services
- Optimises your fleet's cost-efficiency



Retrofit

New power for machines that are past their peak

Our services:

- Modernisation of old machines
- Retains the intact substance of the machine
- Accurately pre-defined reconditioning and renewal
- Installation of additional functions

Your benefit:

- Improved safety standards
- Increased output
- Improved energy efficiency
- Valid homologation



Refurbishment & Repairs

Longer service life for components and machines

Our services:

- Refurbishment of components, assemblies and machines
- Reconditioning of components and work units
- Fixed service offers - fixed price

Your benefit:

- Increased availability
- Extended service life
- Cost benefits compared to new purchase



Pioneering Vacuum Power on Track Since 1992

The powerfull vaccum technique on our Railvac OTM, has many uses within the railway infrastructure, across all disciplines.

EXCAVATE - cabel handling, drainage

REBALLASTING - wet spots, switches and crossings

CLEANING - tunnel walls and surface contamination

INSTALL - geotextile

Benefits

All Works with the Track 'In-Situ'

No Need to Remove Cables or Track

Works Under Live Overhead Electrification

Works with Adjacent Line Open

railcare

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1992



2024

40m³/h
capacity

-930bar
vacuum

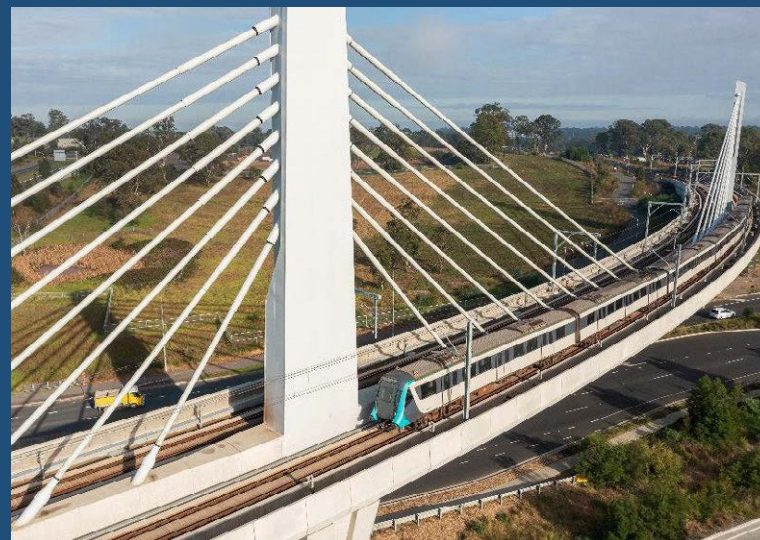
Battery
Powered

TRUSTED ADVISOR

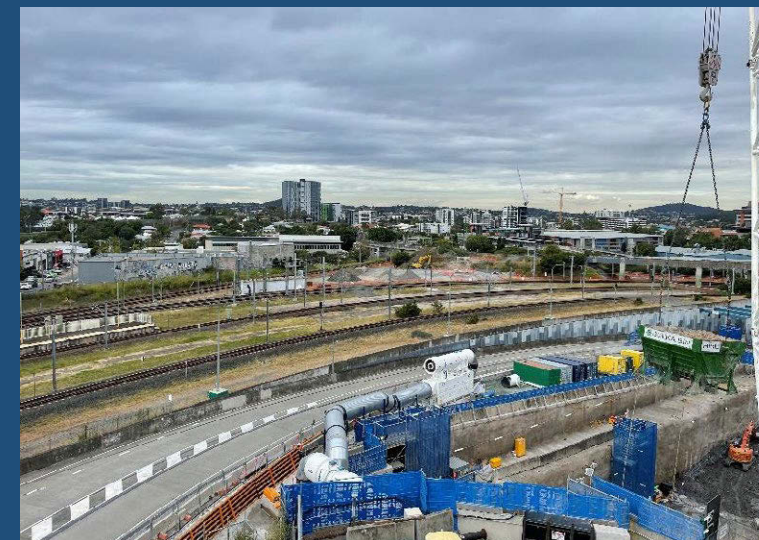
Rail Planning Services is an independent consultancy, specialising in transport infrastructure projects. We provide project management and technical advisory services, solving challenging problems for both public and private sector clients.



Sydney Metro
Western Sydney Airport
Technical Procurement Support



Sydney Metro
Engineering Design and Assurance (ED&A)
Constructability



Cross River Rail
Brisbane
Project Management & Constructability



V/Line
Melbourne
Asset Management Advice



Over the last decade, Rail Planning Services has established itself as a trusted advisor, providing high value services to our clients.

We offer a combination of technical knowledge, hands-on site experience and management expertise across all phases of the project lifecycle.

Our flexible, multidiscipline teams drive projects, large and small, to successful delivery.

- Project Feasibility and Concept
- Project Management
- Constructability
- Asset Management and Assurance Services
- Technical Services
- Testing & Commissioning
- Operation & Maintenance

Glenn Bentley
Chief Executive Officer
m: 0400 818 282
e: info@railplanning.com.au

railplanning.com.au

Setting a new standard in transformative rail and metro infrastructure

With experience on some of the world's most complex rail projects, SMEC is a trusted partner in rail planning, engineering, and project management.

Integrated transport solutions for a sustainable future

We provide solutions to increase service capacity, ensure safety, enhance customer experience, and streamline operations, all with a sustainable vision that integrates end-of-service requirements into early planning and development.

Smart, intuitive rail

Our design specialists use technology and critical thinking to overcome complex challenges, enabling groundbreaking projects.










Seamless teams, unified solutions

As a member of the SJ Group, we utilise our global network to provide unique knowledge sharing opportunities for our clients and our partners.

Connecting people to places

Our engineers apply experience and foresight from the concept phase to optimise construction, cost savings, efficiency, scalability, and sustainability in rail and mass transit infrastructure.

Seamless delivery across

-  Track and Alignment
-  Underground Stations
-  Rail Electrification
-  Light Rail
-  Elevated Stations
-  Freight and Depot
-  Bridge Design
-  Geotechnics and Tunnelling
-  Architecture

Crows Nest Station

SMEC was engaged as the lead consultant on the Crows Nest Design Consortium (CNDP). The design team implemented an innovative engineering solution using pre-cast concrete structural beams to improve construction speed and eliminate formwork at the platform levels.

Sydney Metro – Western Sydney Airport – Stations, Systems, Trains, Operations and Maintenance

SMEC and Arup, in a Design Joint Venture, are responsible for the detailed design, which includes six new metro stations, 23 km of metro line, a maintenance stabling facility, and intermediate service facilities. To meet tight deadlines, the project adopted a comprehensive, multinational design strategy with teams working from Sydney, Brisbane, Perth, Singapore, and London. Advanced 3D modelling has been crucial in ensuring accuracy and efficiency throughout the project lifecycle.

Award: Overall Winner of the 12d International Innovation Awards

Coalcliff Tunnel

SMEC in collaboration with Rhomberg Sersa Australia developed an innovative solution for the track maintenance, by upgrading the existing track configuration to the IVES track slab. This solution holds promise for the broader rail industry faced with similar challenges, like reduced OHW height, short-track possessions, and restricted site access. Improving safety with better track quality, the system will create positive benefits on rail wear, rolling stock maintenance, and derailment risks in the heritage listed tunnel.

Awards: Runner-up 2022 PWI Design Award (Design Fees >\$1m) Category



Key contacts

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Learn more
about our rail
and metro
capabilities

engineering positive change



SOUTHERN CROSS CIVIL & RAIL TRAINING



WHAT WE DO?

- Nationally accredited and non-accredited rail training
- Approved training providers for TfNSW & ARTC Network
- Providing rail training services for over 25 years
- Curriculum & tailored course material development to meet client's specific requirements
- Training facility located at Chullora, NSW
- Capability to deliver training nationwide

OUR MISSION

To facilitate and deliver the highest quality of accredited and non-accredited training in a supportive, cost effective, compliant and professional learning environment to rail industry stakeholders nationally, that meets client's needs and Rail Industry Regulatory, Standards and nationally endorsed Training Packages.



SOUTHERN CROSS CIVIL RAIL TRAINING &

Summary of courses available

- TLIF0020 Safely access the rail corridor
- TLI27121 Certificate II in Rail Infrastructure
- Track Certification & Examination
- TLIB3102 Adjust Rail + ETM-06-10
- TfNSW Protection Officer Level 1 to 4
- TfNSW Handsignaller Level 1 & 2
- ARTC Protection Officer Level 1 to 4
- ARTC Handsignaller Level 1 & 2
- ARTC Track Vehicle Operator (TVO)
- Road Rail Vehicle Operator (TMO)
- UETDREL006 Overhead Power
- TLI42615 Certificate IV in Train Driving
- Shunting/Wagon Maintainer/Examiner



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Australia

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With over 50 years of experience in Australia, SRMA are world leaders in rail maintenance technology, diagnostics and rectification. We partner with our customers to offer premium service and products, seamlessly embedding into their operations and delivering quality work every time.

Australian-designed, manufactured and locally supported equipment and personnel, SRMA also provides ultrasonic rail flaw testing and track measurement systems.

Longevity



Unparalleled local experience: We draw upon decades of experience to provide expert advice

Partnership



We seamlessly partner with our clients and become embedded in their operations

Quality



We deliver a premium quality product to the highest level of precision and efficiency





RELIABILITY AND DEPENDABILITY IN FENCE-TO-FENCE RAIL MAINTENANCE



STANDING BY OUR VISION AND MISSION

OUR VISION

To become an industry leader and preferred contractor for rail, civil, and mechanised maintenance projects within the Australian rail market.

OUR MISSION

Increase our market footprint by safely delivering value and quality outcomes for our clients, and leveraging international experience and local expertise.

BEING A **TRUSTED INDUSTRY PARTNER** IS CENTRAL TO OUR SUCCESS.

This is achieved through our dedicated team and state-of-the-art equipment, which form the cornerstone of delivering the results our clients can rely on.

Based in the Hunter Valley, NSW, the team works up and down the East Coast of Australia, and across the country. Our full range of services include:

- Rail and civil maintenance
- Ballast cleaning
- Flash butt welding
- Resurfacing



At Swietelsky Rail Australia (SRA) our team is driven to deliver value outcomes for our existing and new clients, across rail and civil maintenance works. Consistent and timely rail maintenance services can be difficult for you to achieve when working with a range of partners.

This is where a fence-to-fence partnership with SRA shows its value.

Combined with the expertise of our skilled team, our sophisticated plant and equipment gives us the capabilities to undertake track inspections, de-vegetation, condition reports, quality assurance and more. By undertaking it as an integrated project, our clients see better value for money, as well as quality outcomes.

Track Maintenance

The Swietelsky Rail team offers a diverse range of skills and experience across all aspects of track infrastructure maintenance. Specifically:

- Track certification – examination and certification of all track and drainage works by qualified Handback Engineers
- Detailed scoping and condition reports, including required track corrections
- Detailed track and turnout inspections
- Track/turnout construction supervision
- Level crossing upgrades
- Defect management
- Track corrections supervision
- Rail adjustment/destress (PICS)
- Track reconditioning and project management
- Ballast distribution
- Quality Assurance

Rail & Civil Maintenance

Swietelsky Rail also has capability to undertake civil works within the Rail Corridor including:

- Ballast distribution – Operation of all Ballast Trains, Material Handling Wagons (MFC Wagons) and manual methods
- Safe and effective management and control of undesirable vegetation (AQF3 Chemical Accreditation)
- Drainage maintenance and drainage system upgrades
- Fencing management and repair
- Culvert removal and installation
- Cut up and remove scrap/redundant rail



“We’re focused on continuing to be a reliable, dependable and preferred contractor within the rail industry, and have developed our fleet and team capabilities to ensure we continue to provide the equipment and expertise our clients need, no matter their complex requirements.”

– **Anne Moddero**, Managing Director of Swietelsky Rail Australia.

Learn more about Swietelsky Rail Australia on our website or connect with us via social media.

www.swietelsky.com.au



Swietelsky Rail Australia

13A Junction Street
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2024/2025 Corporate Members





2024/2025 Corporate Members



ACOUSTIC STUDIO

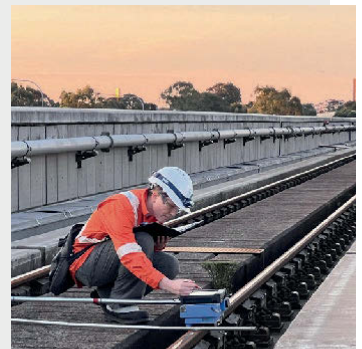
Passionate. Experienced. Innovative.

Acoustic Studio's team of dedicated rail noise specialists share a passion for rail.

We have in-depth experience across the full life cycle from route selection and concept design through to detailed modelling, procurement, delivery, operation, maintenance, policy, and regulation.

We work with a wide range of government and corporate clients across all rail modes – metro, passenger, freight, and light rail. We're experienced with rolling stock, track, the wheel-rail interface, tunnels, bridges, civil, stations, PA systems and electrical infrastructure – if it's rail then it's in our remit.

We thrive within a collaborative team to foster innovation and to seek win-win outcomes, where noise management delivers broader efficiencies and improved productivity.



Check out our website at www.acousticstudio.com.au and let's explore how Acoustic Studio can help your rail business or project optimise acoustics, noise, and vibration outcomes.



A red tram is shown from a front-facing perspective, traveling along a set of tracks. The tram has "GUNGAHLIN PLACE SERVICE" and the number "013" displayed on its front. The scene is set in an urban environment with overhead power lines, traffic lights, and street signs. A large, thick yellow arc is superimposed over the image, framing the tram and the text.

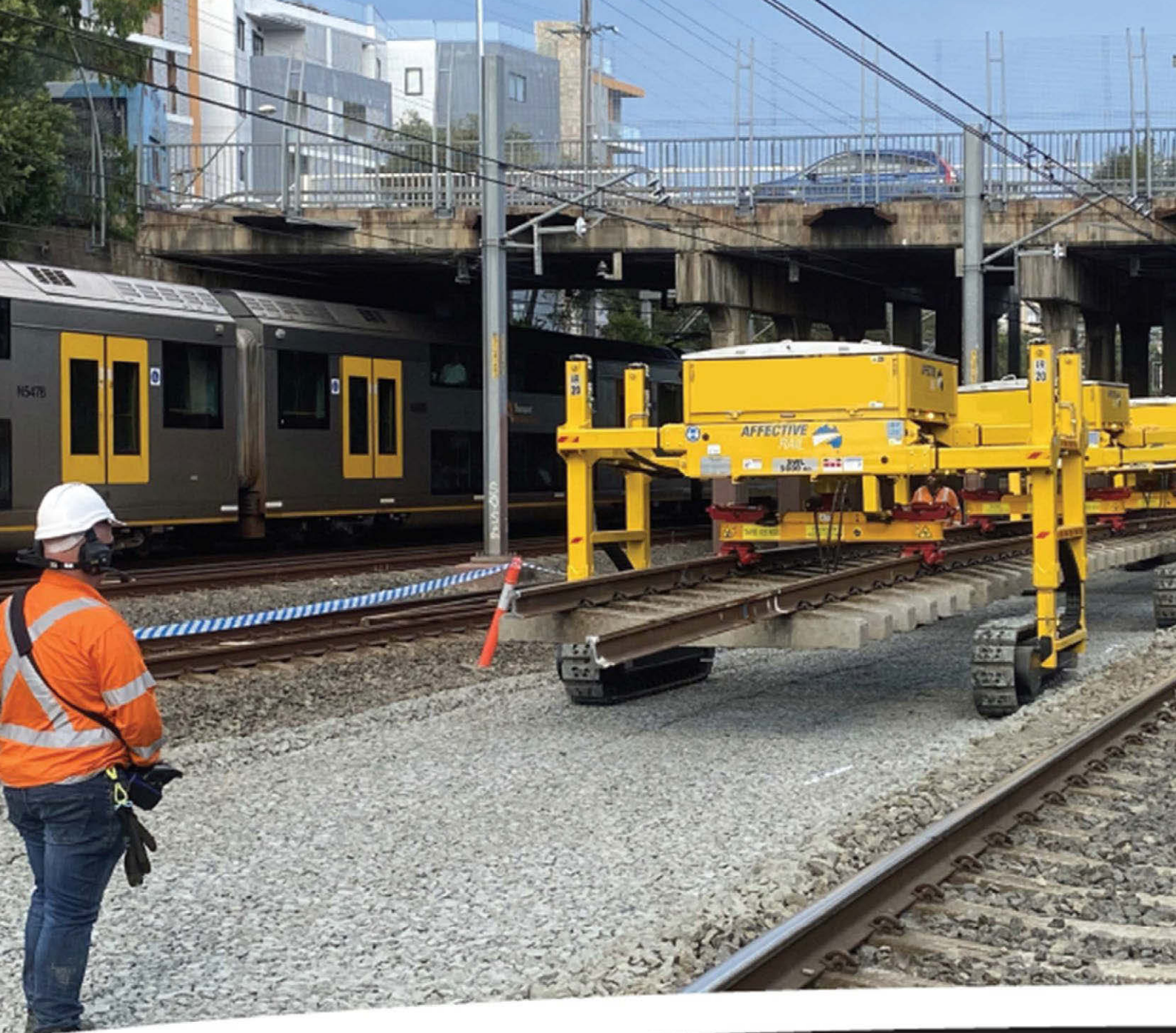
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**Everything we do is designed
to deliver a better world**

Uplifting communities, improving access,
sustaining our planet. We partner with
clients to turn ambitions into action

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PL

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We enhance safety and efficiency with data and automation

We combine decades of rail domain knowledge with sophisticated at-scale LiDAR and imagery capture, processing, and analysis.

Who We Are

Agonics is a wholly Australian owned rail technology and services business with locations in Sydney, Melbourne and Sunshine Coast. We work with some of Australia's leading rail networks and their Tier 1 contractors.

We integrate railway domain knowledge with market leading technologies to deliver solutions and services that make a tangible difference to your projects and operations.

Why Work With Us



Expertise

Our team of rail and geospatial professionals understands the unique challenges and requirements of railway projects.



Innovation

We are constantly innovating to address inefficient manual processes with data and automation solutions.



Commitment

We are dedicated to delivering quality assured outcomes that support technology, maintenance and construction projects.

Our Services

Mobile Laser Scanning (MLS)

We use best of breed components to produce high density point clouds, rich panoramic imagery and accurate positioning solutions.

Digital Asset Inventories

We help rail networks digitise and uplift asset registers to enable technology investments and improve operations.

Clearance Investigations

Gauging studies help commission new trains, check corridor infringements, and find the optimal placement for new assets. Our solutions report clearances at scale and to tight timeframes.

Automated Measurement

We translate complex rail engineering requirements into workflows for routine measurement reporting including reports on Track Alignment, Ballast and Platforms.

Dilapidation and Completions Surveys

Our dilapidation surveys leverage the very best in MLS and drone technologies. Our consultants assist in meeting the requirements of EACR and PASS Assets.

Reference Datasets

Our MLS and infill surveys will generate the right information you need to progress your technology, design and construction project.

CONTACT US



agonics



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FROM CONCEPT TO COMPLETION

Anric Group delivers comprehensive rail infrastructure solutions to meet Australia's growing needs. Our expertise in railway construction ensures precision, safety, and

quality in every project we undertake. Whether it's greenfield or brownfield construction or turn key maintenance solutions, we keep your rail projects on track.



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Anvelo understands challenges across industries like Energy, Rail, Metro, Water, Mining, Building and more.

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- Quantum Claims
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- Delay Analysis
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Our reputation is built on a foundation of excellence, reliability, and a commitment to your success.

When you partner with Anvelo, you're not just getting advisory services – you're gaining a trusted ally who will champion your projects, protect your interests, and ensure you step towards achievement.

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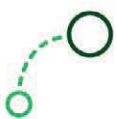
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The APP Group

A Leader in Property & Infrastructure

As a trusted partner, we work together with clients and key stakeholders to create possibilities and shape progress, for the organisations themselves and the communities they serve. By providing best practice initiatives, services and advice, we deliver results that create lasting value. Our integrated services span the full asset capital investment lifecycle in the key sectors:



Transport



Property



Social
Infrastructure



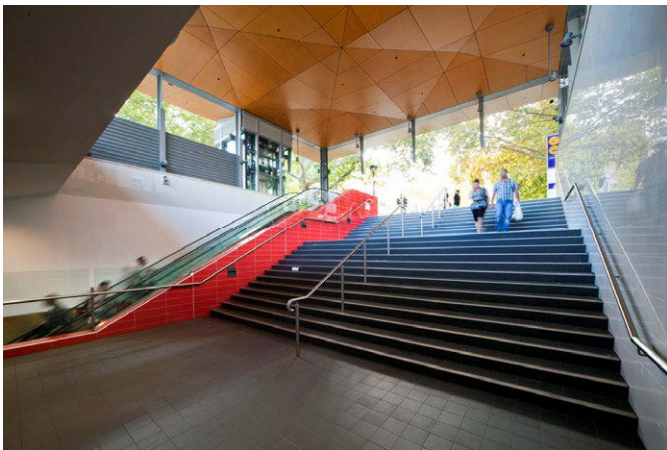
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Design, Engineering, Advisory

Aurecon is a design, engineering and advisory company. Our purpose is bringing ideas to life, to imagine and co-create with our clients a better future for people and the planet. We have more than 7,800 employees, working across 11 Asia Pacific countries, with over 25 areas of expertise.

Our culture of Believe it. Say it. Do it. reflects our deep commitment to our clients and each other to build trust and create a better future together.

We are a team who place eminence, digital and innovation at the core of all we do.

Our strength lies in how we bring together our design, engineering and advisory capabilities to provide our clients with integrated solutions across the entire asset lifecycle. From shape and plan – design and deliver – operate and optimise – to close and transform.

Aurecon designers, engineers, scientists and advisors work with our clients across markets and asset types, to tackle some of the world's most complex challenges.

We are an owner managed company with a strong presence across Australia, New Zealand, and Asia.



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why we do
what we do.*

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We've been Making Everyday Better for our clients for nearly 100 years. Today we are 3,500 professionals across 19 offices within the Asia-Pacific offering a range of professional services to support our clients and community.

We have helped shape an enormous range of critical infrastructure projects – from the Epping to Thornleigh's rail bridge over the M2 in Sydney, introducing new thinking into the Chalmers Street and Granville Junction Substation works, to delivering iconic rail bridges in New Zealand's North Island – South Rangitikei Hapuawhenua Viaduct and planning Sydney's network growth to meet the demands of a connected global city. Be it roads, rail, or the skies we likely to have played a part in bringing it to life – and we bring this experience to the work we deliver together with our clients every day.

Our diverse, global team of tech developers, urban planners, project managers, environmental scientists and engineers are passionate problem-solvers and future-thinkers. We combine technology and technical smarts with our innate knowledge of the transport ecosystem to tackle smart city solutions from different perspectives and use our collective intel to help define the future of smarter cities.

Want to know more? <http://bit.ly/BecaRail>

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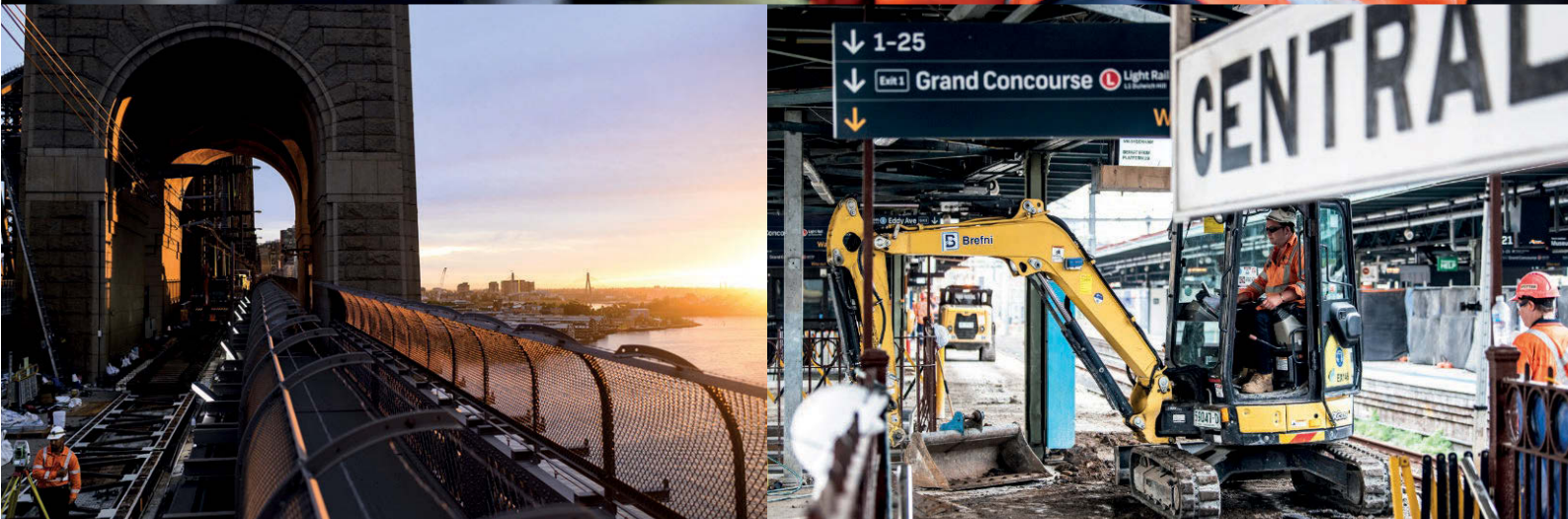
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Innovative
Versatile
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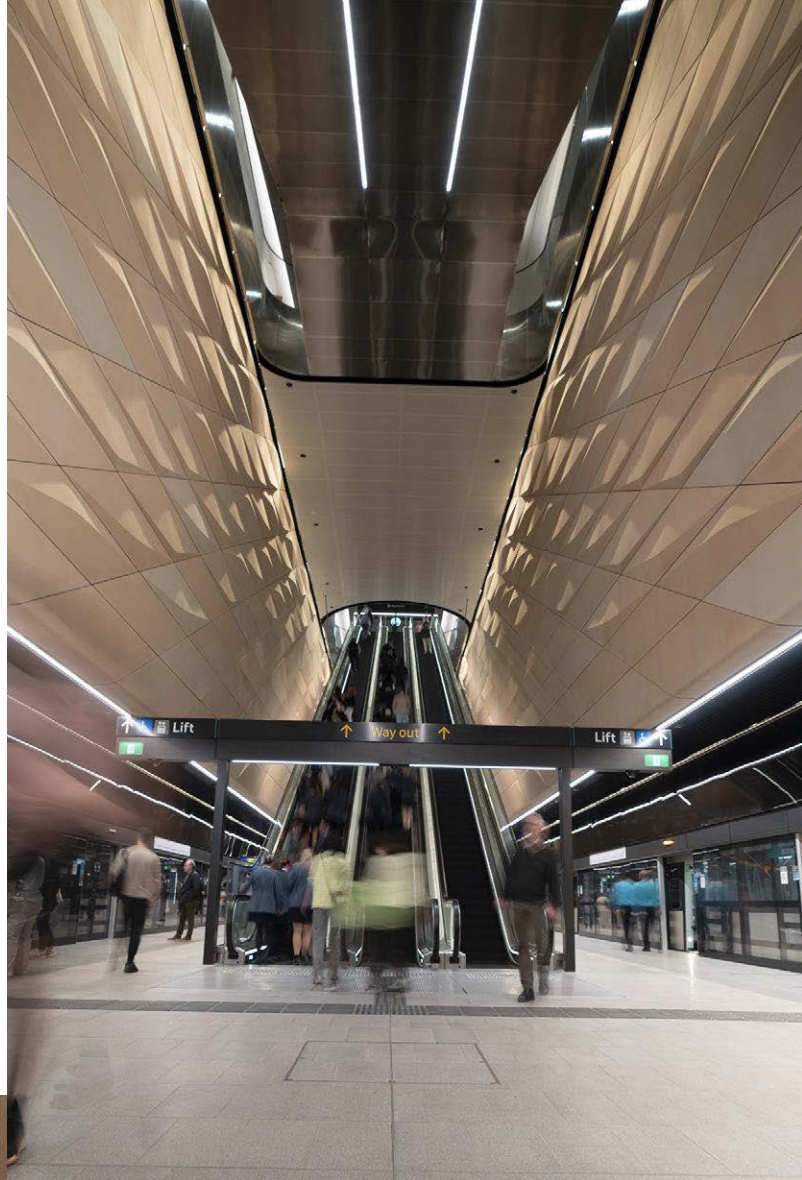
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GHD supports our clients to
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complex projects to connect
communities



“At GHD, we believe rail is key to achieving productive and sustainable transport solutions that help communities thrive.

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Rebecca Want
Transport Market Leader,
Sydney

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We have established, procured, and delivered some of the world's largest infrastructure projects, so we know how to set up projects and asset-intensive organisations for success.



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PEOPLE.**

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What we do



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Our Experience

We have extensive experience in leading resourcing packages for numerous Infrastructure projects across Metropolitan and regional Australia.



How we Do It

We understand that the right people are the difference in delivering successful projects. Our business model and goals enable us to create purposeful change in a more cost effective and sustainable manner.

Work With Us

Register your interest below



GET IN TOUCH



joe@infrastructurepeople.net.au
dan@infrastructurepeople.net.au



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Engineering our future railways

Contact: Adam Gaffney
Market Sector Manager Transport,
NSW & ACT
Phone: (02) 8284 2105
adam.gaffney@kbr.com
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KBR is one of the world's largest and most diverse providers of engineering and project management services. We assist our clients to deliver safe, reliable and efficient rail networks including associated bridge, station and depot infrastructure.

At KBR, we have the experience and technical expertise to safely deliver your project on time and within budget, with minimal disruption to the community and existing operations.

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- Environmental planning and assessment
- Mechanical and process engineering
- Track
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- Electrical distribution
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- Sydney Metro Northwest: Operations, Trains and Systems
- Gosford to Broadmeadow Combined Services Route Stage 2
- Hornsby Junction Remodelling
- Blacktown High Speed Crossover
- Yennora Siding Access Improvement Project
- Thornleigh to Hornsby Third Track
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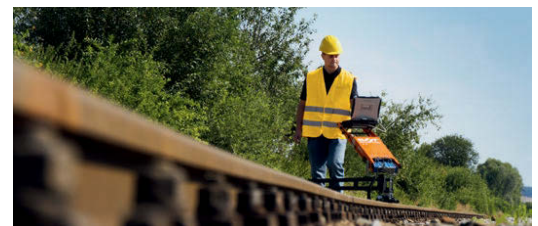
RAIL-ROAD-TRUCK Flexibility



Wheel Burns



Cutter head



Quality control



"Perfect Rail"

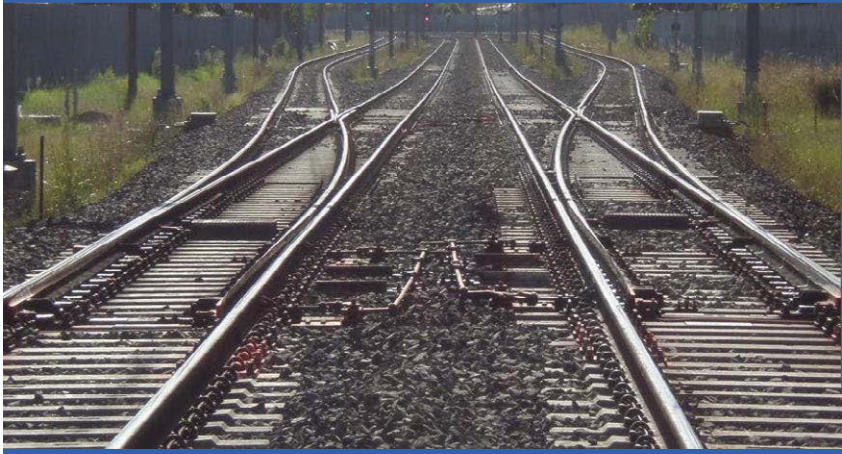
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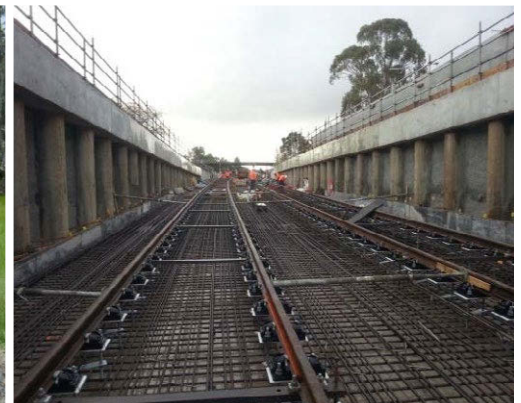
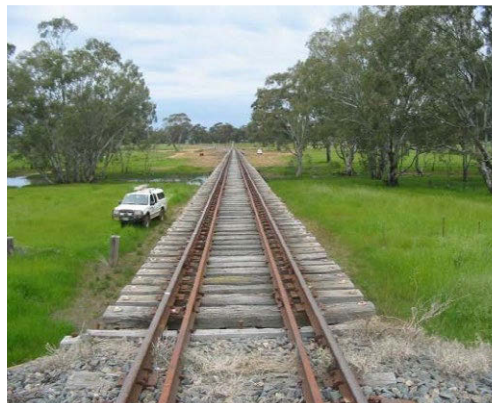
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SERVICE

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FLEXIBILITY

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- Set Out for Construction Works
- Main Line Junction Design and Passing Loops
- Monumentation for Track Reconditioning and Resurfacing
- Survey Support during Track Possessions
- Surveys for OHWS Renewal and Electrification
- Detail Surveys for Bridge Renewals, Drainage Upgrades and Station Access Projects
- Detailed Site Surveys (DSS)
- Main Line Deviations and Yard Rationalisations
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- Level Crossing Investigations
- Platform Gap Reduction and Clearance Investigations
- Cad Drafting and Plan Preparation
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LAND & ENGINEERING SURVEYING

PERWAY DESIGN

PROJECT MANAGEMENT



#MCEbuildsbetter

At the core of our business, **Management • Commercial • Engineering** is passionate about infrastructure creating the betterment of society for future generations.

We are committed to efficiently and effectively delivering world class infrastructure.

MCE was established in 2014 to support our clients to deliver projects through the entire project lifecycle across the transport, renewable, water and aviation sectors.

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UTILITIES AND TRACK INFRASTRUCTURE**

**PROUDLY PROVIDING QUALITY RAILWAY SOLUTIONS TO
NETWORKS AND CLIENTS AUSTRALIA-WIDE**

MGC Solutions operates within the Mining, Freight and Public Infrastructure Sectors, specialising in the delivery and maintenance of safety critical Railway Signalling, Communication, OLE, Track and Rail Utility Infrastructure. Our expertise encompasses a wide spectrum of offerings, including design, engineering, construction, integration, maintenance and operational services throughout Australia.

**GET IN TOUCH TODAY TO FIND OUT HOW WE CAN HELP
IMPROVE OR MAINTAIN YOUR RAILWAY SIGNALLING SYSTEMS**

Connecting people, transforming places

Our approach to engineering
is focused on social outcomes

Population growth, rapid urbanisation, disruptive technologies and climate change have placed demands on infrastructure to do more for our communities.

We're helping our clients to meet these challenges by advising them how to place social outcomes at the centre of their operations, and enable them to use infrastructure to deliver holistic solutions that benefit people and communities.

By working in this way, we connect communities now and for the future, and ensure our cities are more sustainable, resilient and inclusive.

Engineering. Management.
Development.

mottmac.com





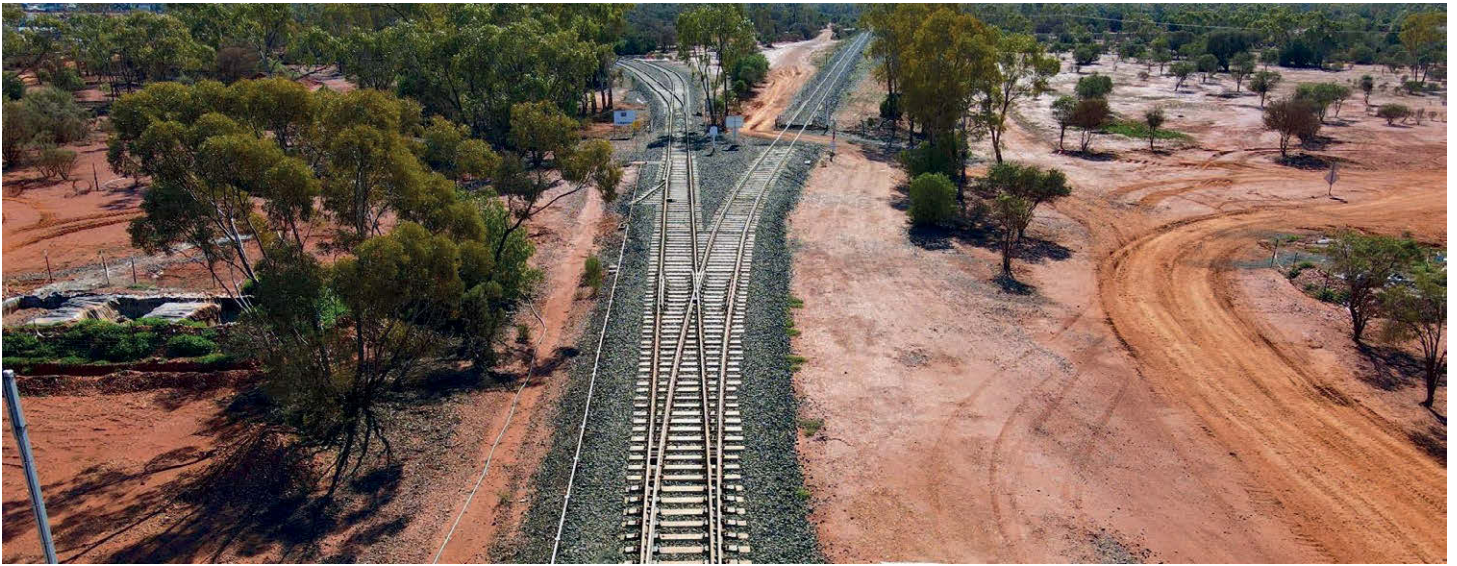
Overmorrow starts today

Improving Infrastructure Delivery with a Systems Approach

Systems Engineering for a Sustainable Future

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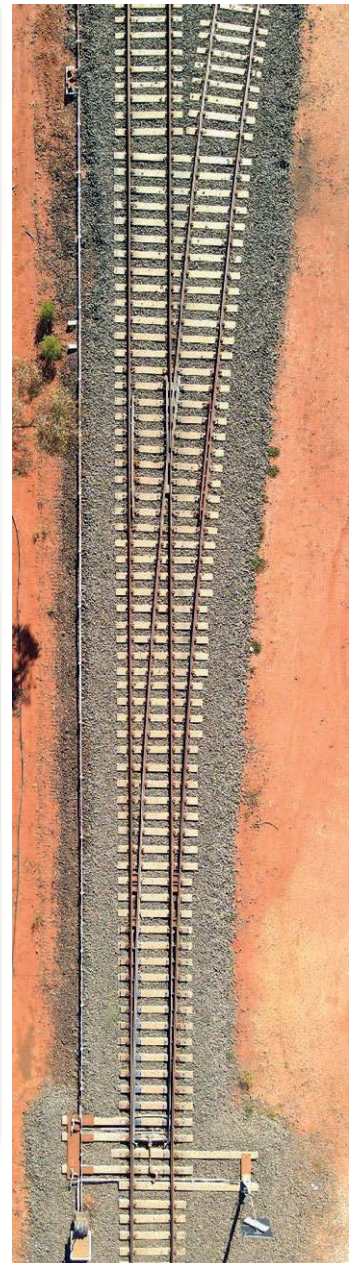
OUR CAPABILITIES

- Railway management in engineering and operating disciplines
- Railway operational modelling and software
- Cost modelling, budgeting, estimates and proposal/tender preparation
- Contract management and strategy selection
- Auditing and review of contract performance
- Acting as superintendent and client's representative for contracts
- Asset inspection and condition assessment
- Asset renewal and maintenance work program development;
- Management system audits and development; and
- Engineering surveying by utilising optical, GNSS and aerial-based mapping methods

WHAT MAKES PLATEWAY DIFFERENT?

We believe we offer an “edge” to our clients as a result of:

- Our global view.
- Commercial focus covering cost and risk.
- Decision making based on measurements and calculations.



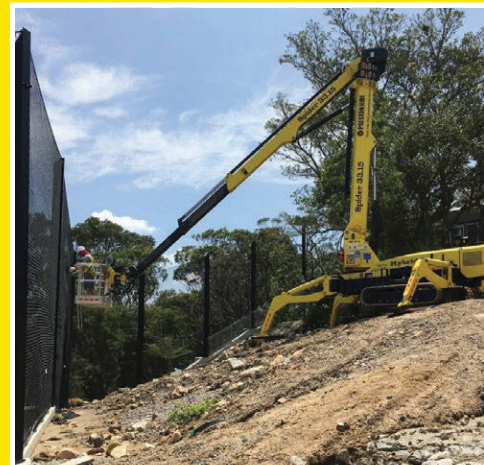
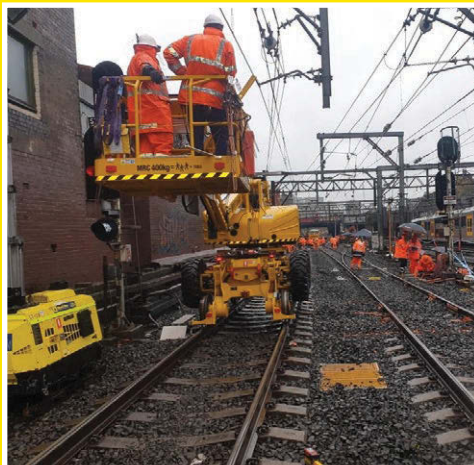
Sydney

Phone: +61 (0)2 9637 5830

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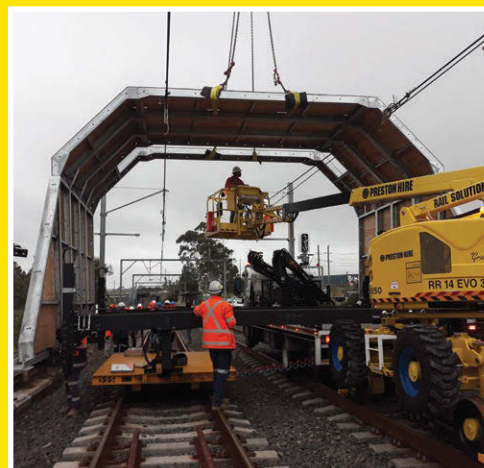
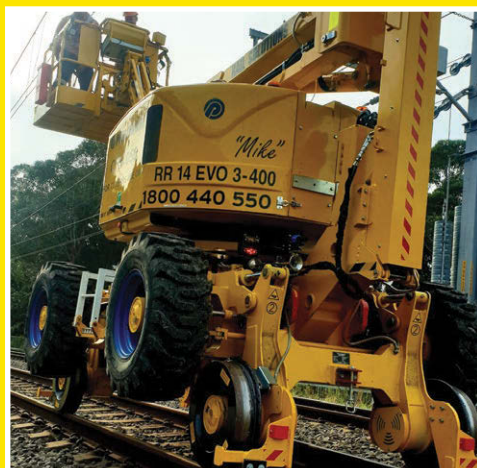
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PROACTIVE PROBLEM SOLVERS AND RESULTS FOCUSED

Having steadily grown from humble beginnings to become an industry leader, Quickway is a trusted contractor with a solid reputation for delivering integrated project solutions from concept to completion. We are a diversified business and work across the following areas of construction in the Transport and Utilities infrastructure.

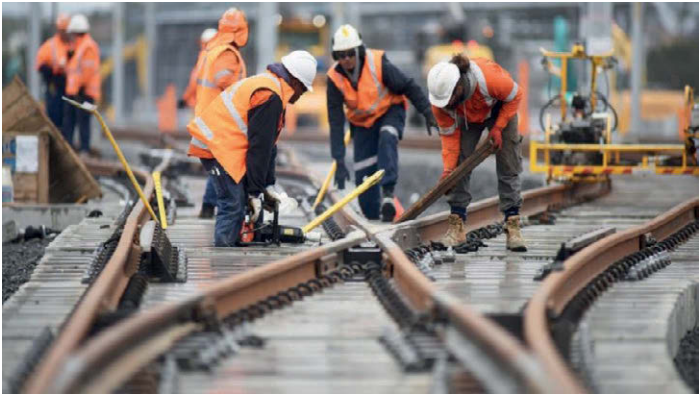
			
ROADS & BRIDGES	CONCRETE STRUCTURES	TUNNELS	WATER STRUCTURES
			
COMMUNICATIONS	ELECTRICAL	TRAFFIC MANAGEMENT	RAIL

RAIL

Our highly skilled team consists of experienced and accredited tradespersons including welders, track inspectors, correct rail stress adjusting officers, and rail protection officers. We pride ourselves on our ability to complete large and complex packages of work within the time constraints of rail shutdowns. Many of these projects demonstrate our multi-disciplinary capabilities, from rail works, to civil engineering, to maintenance works. Our experience, capability, and provision of end-to-end solutions guarantees that we can deliver

Rail Capabilities:

- ✓ General maintenance works
- ✓ Civil works (Bridges, culverts and drainage)
- ✓ Re-sleeping
- ✓ Re-railing
- ✓ Re-transoming
- ✓ Track reconditioning
- ✓ Sidings
- ✓ Turnout installation and refurbishment
- ✓ Welding of main line, tram line and crane line
- ✓ Free welding and adjustment welding
- ✓ Joint repairs
- ✓ Level crossing upgrades
- ✓ Mud holes and undercutting
- ✓ Electrical/Comms



WWW.QUICKWAY.COM.AU
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Strength in unity.

The **RTBU** has a long and proud history in the transport industry. It is a history of people who have worked hard to make this industry work for the people who rely on it, as well as the people who work in it.

RTBU members are committed to::

- protecting your rights to safety at work;
- you being treated with respect at work;
- the right of you and your family to decent wages and conditions;
- the community's right to have a safe and effective transport industry; and
- working with industry partners and lobbying governments for investment in sustainable transport developments.

Find out more about the RTBU by visiting our website at www.rtbuexpress.com.au or by talking with your local workplace representative.

If you have any questions or would like to get directly involved with the union, contact us directly on (02) 92642511 and ask to speak to one of the RTBU's organisers.



RTBU NSW BRANCH

Level 4, 321 Pitt Street Sydney NSW 2000

Tel (02) 9264 2511 • Fax (02) 9261 1342

Email nswwho@rtbu-nsw.asn.au

Website www.rtbuexpress.com.au

- **Enterprise Bargaining** Working with members to bargain for enterprise agreements that provide fair pay and conditions.
- **Disciplinary Matters** The RTBU provides advice and representation for members involved in disciplinary matters.
- **Workers Compensation** The RTBU's solicitors represent members, at no cost, in workers' compensation matters.
- **Workplace Bullying and Harassment** The RTBU can assist members experiencing workplace bullying or harassment
- **Representation Before Industrial Tribunals** The RTBU provides experienced advocates to represent members before the Industrial Tribunals in relation to unfair dismissal, disciplinary and promotional appeals.
- **RT Health Fund** As an RTBU member you have access to this health fund with highly competitive contribution rates. Members can transfer from other health funds with no loss of continuity.
- **Discounted Home Loans** As an RTBU member you have access to discounted home loans through Endeavour Bank.
- **Members' Union training** Training programs are regularly conducted by the RTBU for members and workplace activists to assist them to get involved in organising their local workplace.
- **Funeral Benefit (on application)** Families of deceased financial members are entitled to a funeral benefit of \$2,500 to assist with funeral expenses.
- **Wills** Members have access to a free will service.
- **RTBU Holiday Cabins** RTBU members have access to the RTBU Holiday Park located at Jervis Bay within the national park. Members can also book holidays at the USU Aquatic Resort Port Macquarie at discount rates.
- The **RTBU Womens Campaign Committee** works across all sectors of the industry to identify, challenge and improve the working conditions of women members.

"The purpose of the RTBU is to organise workers in the transport industry to protect and build their rights at work"

IVES Universal application

Different railway types – same track system:

The IVES slab track system can be used for almost any type of permanent way (all track gauges, rapid transit, low- or high-speed railway). Because of its simple form of construction, any required modifications can be made quickly and easily.

Changes to the track configuration – easily done by sticking to the basic principles

The simple design of the prefabricated concrete units, in particular their shape and precise dimensions, allows each component to be specifically adjusted to suit any track configuration.



The IVES system at a glance

Intelligent:

- Flexibility of adaptation to suit the state of technology available at the installation site through its relatively simple and functional construction: structural layers and elements can be generally constructed on site, wherever run-of-the-mill road-building and manufacture of simple prefabricated elements can take place.
- Flexibility of tailoring the amount of work involved to suit project resources through a simple step-by-step approach to installation: can be constructed equally well using low-tech equipment or highly mechanised plant.

Versatile:

- Can be used for virtually all types of permanent way (narrow, standard, wide gauge, rapid transit, low- and high-speed railways).
- The simple design of the structural elements allows individual components to be specifically modified to suit the track configuration.

Efficient:

- Greater availability of components thanks to the simple, standardised design of the structural elements.
- Universal component design (or any necessary adjustments can be done at relatively little cost).
- High degree of mechanisation is possible due to simple step-by-step installation.
- Interruption of construction is no problem, as the installation steps are not time-dependent.
- Short waiting times between each installation step
- Track under construction can be used for transport purposes at almost every stage of installation
- Early defined point in time when the finished track is capable of supporting loads

Solid:

- Consistently high quality
- Efficient high-grade materials
- Proven materials and components





Wynyard railway station
Sydney



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RP Infrastructure is a leading provider of integrated advisory and project management services across the entire infrastructure spectrum.

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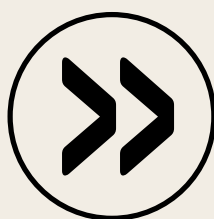
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Three reasons to pick RT Health for your corporate health cover



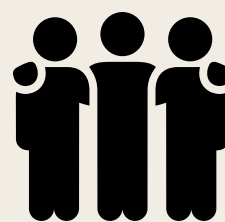
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STRAILlastic green track systems *as unique as your city*

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Ecological awareness has grown strongly in recent years.

Green tracks contribute to the reduction of fine dust pollution and to improvement of the microclimate in inner-city areas.

STRAILlastic protects the superstructure from stray current. In addition, noise emissions are considerably minimised.

- insulates stray current
- quick and easy installation possible, can be installed during on-going Operation
- available for all superstructure types by encapsulating the rail, the primary airborne noise is considerably
- reduced compared to an open construction method

track damping systems

grooved rail damping systems are available for both sleeper tracks, continuous support and are suitable for all track types

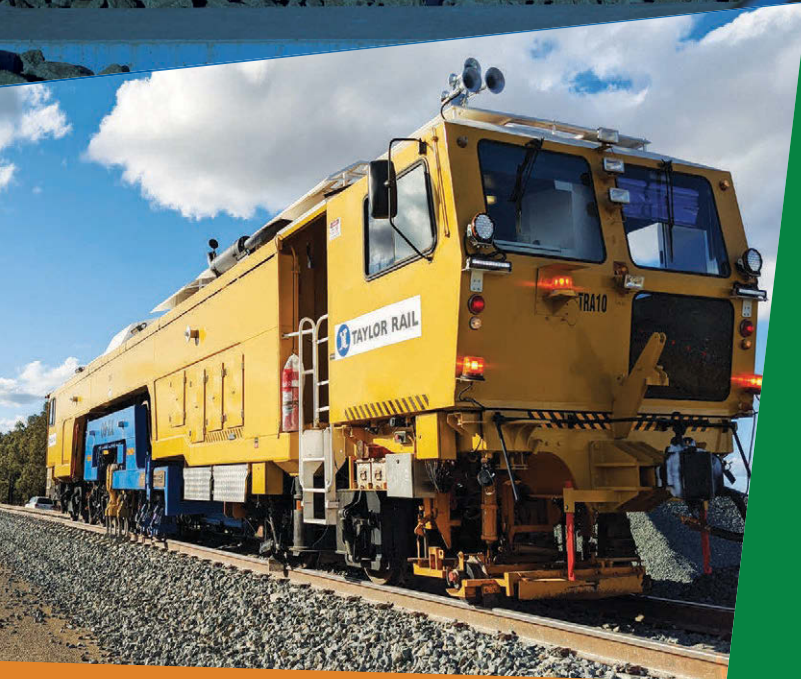
- easy and fast installation > no bonding required due to self-clamping elements
- reaching up to the top of rail (**TOR**)
 - > joint sealing is not necessary
- High mechanical strengths
- UV-light and ozone resistant



Less installation time
saves you money

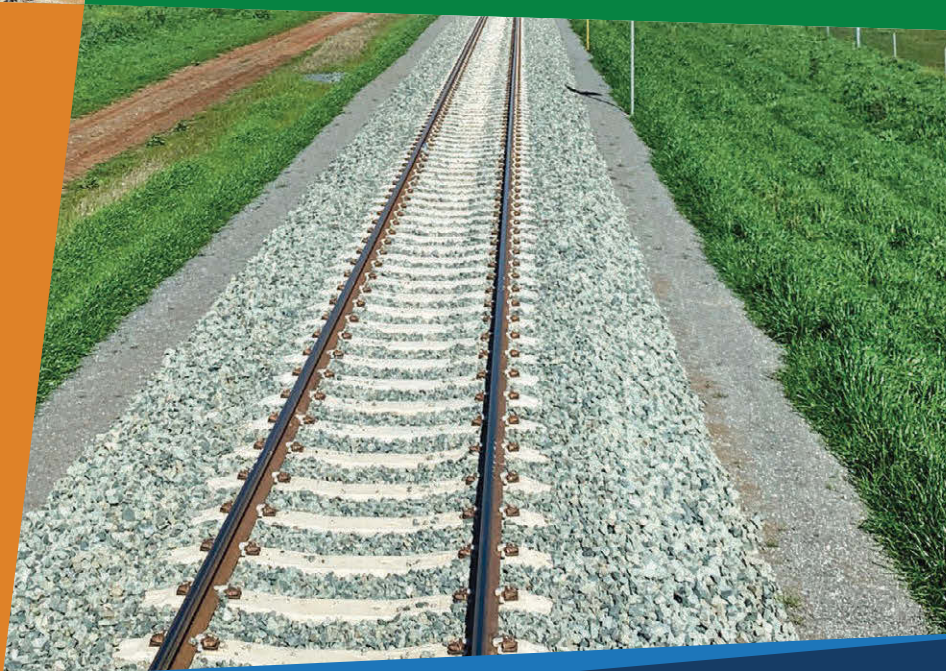


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CELEBRATING THE 50TH ANNIVERSARY OF THE PWI NSW



WE PROUDLY THANK OUR PLATINUM MEMBERS FOR THEIR ENHANCED SUPPORT

