

MAINLINE UPGRADE PROJECT – ARTC Vic & NSW

PROJECT OVERVIEW:

In 2006 ARTC contracted Austrak to supply 1.25 million standard gauge mainline sleepers and 22,350 dual standard/broad gauge with a contract value in excess of AUD\$100 million. Delivery between March 2007 and April 2009. The Contract was completed one month ahead of schedule. In February 2009 ARTC negotiated an extension of 560,000 sleepers which is on schedule for completion in December 2009.

In 2007 Vossloh Cogifer awarded Austrak approximately 140 turnout bearer sets valued at over \$3m to supply to ARTC for this project.

PRODUCT:

- newly designed 30 tonne / 80kph standard gauge ARTC sleeper; 47/50kg rail, Pandrol FastClip insulated
- special "wide" sleepers cast in Geelong
- dual gauge 30 tonne / 80kph sleeper Pandrol FastClip for 47/50/60 kg rail
- approximately 140 bearer sets of canted turnout bearers (first in Australia) plus crossovers

FACTORIES:

- Austrak utilised three factories to supply this project; Geelong, Rockhampton and the new factory at Wagga Wagga, NSW
- existing Geelong, Victoria,; this factory produces the dual gauge and 250,000 standard gauge from from three beds working 5.5 days per week
- new factory construction completed and commissioned mid 2007 at Wagga Wagga, NSW. Eight bed factory with live gantry stockpile and direct loadout onto client wagons. Wagga produced 2700 sleepers per day for 5.75 days per week
- much of the factory machinery for the Wagga factory was taken from the decommissioned Tennant Creek factory demonstrating a degree of relocatability of equipment
- to deliver the 140 turnout bearer sets Austrak doubled its turnout capacity at its Rockhampton factory to 340m per day operating seven days per week

BENEFITS:

Two alliance teams have been contracted by ARTC to undertake substantial works on upgrading the main North-South railway between Melbourne and Brisbane via Sydney. The works include new and lengthened passing loops, re-railing, re-signalling and the complete re-sleeping of the line with concrete sleepers. The aim is to run much faster, more reliable, heavier and longer intermodal trains along the corridor and double rail share of the freight in the corridor.

