

NORTH EAST RAIL LINE UPGRADE

PROJECT UPDATE WINTER 2019

WE'RE ON TRACK TO IMPROVE SERVICE RELIABILITY AND RIDE QUALITY FOR PASSENGERS ON THE NORTH EAST RAIL LINE

WHAT'S BEEN HAPPENING?

Progress on the upgrade continues and another key milestone was reached on 26 June with the announcement of the shortlisted construction firms to deliver the multi-million-dollar main works contract. This means we've entered a formal tender phase and are on track to award the project's largest works contract by the end of the year this year.

In July other significant contracts awarded included two track and civil works contracts for the upcoming installation of two new sets of crossovers near Longwood and Violet Town.

Early works continue to progress in parallel with preparations for the crossovers installation and main contract development. Recent mudhole removal and tamping works have brought the length of mudholes removed so far this year to 1900 meters. These works are smoothing out sections of the track, and removing several temporary speed restrictions. The current priority mudhole removal program will continue until the end of August.

We also continued to attend community events throughout North East Victoria and recently attended Avenel, Benalla and Wodonga farmers markets. During these events the project team had more than 400 conversations about the freight and passenger rail improvements that ARTC is delivering on the North East line. Upcoming events are advertised on our website and via social media.

WHAT'S A CROSSOVER?

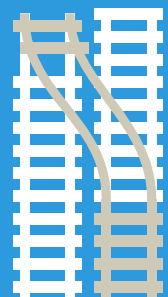
Crossovers are heavy duty track components which allow trains to switch from one track to another.

A critical part of early works is to install two new sets of crossovers in the 100km of track between Seymour and Benalla where none currently exist. While this is a small part of the overall project, the new crossovers will bring short-term and long-term benefits, allowing greater operational flexibility to help maintain service reliability. They will:

- significantly improve track access for work crews, minimising disruptions to passengers during the works program
- reduce the impacts from issues like signal failures between Seymour and Benalla
- provide new passing opportunities for trains running in opposite directions if there is congestion or delays on the line.

CROSSOVERS INSTALLATION

2 NEW CROSSOVERS THIS YEAR MEANS MORE ACCESS FOR WORK CREWS AND FEWER DISRUPTIONS FOR TRAIN SERVICES.



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WHAT'S NEXT

The installation of the crossovers near Longwood and Violet Town is occurring during this year's 60 hour track possession from 31 August – 2 September. A track possession, also known as an occupation, is where the rail line is closed to all passenger and freight rail services. Whilst shut-down periods are kept to a minimum to avoid disrupting customers, they are sometimes necessary due to the scale and complexity of works.

Significant preparatory works are required before the large steel components that make up the crossovers can be fitted. This includes:

- levelling the tracks by raising the height of the east track, ballasting and track resurfacing
- preparatory works for the crossovers' new signalling system
- converting two transom (timber sleeper) bridges to new ballast top bridges on the approach to the Violet Town crossover.

These works are mostly occurring during two shorter single-track possessions on 4 and 11 August. Coaches will be replacing trains on these dates as well as during the 60 hours possession and passengers are advised to check with V/Line before travelling - vline.com.au

Where possible works are completed in-between train services and during our pre-planned maintenance shutdowns to minimise disruptions to train services. Below shows mudhole removal works occurring near Wangaratta along side V/Line services.



Q&A

We welcome questions from the community and will always do our best to answer promptly. Questions can be asked via email, phone, social media, in person or via feedback forms at our community events. Here's answers to some of the questions we've been asked recently.

What is the objective of the North East Rail Line project?

The Australian Government has committed \$235M to this project to achieved two objectives:

1. deliver upgrades that will bring the North East line up to a Victorian Class 2 track performance standard, in line with other long-distance regional rail lines in Victoria
2. deliver passenger rail services with improved ride comfort, service reliability and reduced causes of major delays.

Are passengers going to be transferred to coaches while the works are happening?

We know the community doesn't like taking coaches and we are balancing the need to deliver the works as safely and quickly as possible while minimising necessary disruptions to train services.

We work with V/Line to give passengers as much notice as we can when coaches do replace trains and to provide more information about how to plan for these disruptions.

Is this project delivering new trains?

We are working closely with the Victorian Government to ensure the upgrade is completed in time for the introduction of the new standard gauge V/Locity trains committed to in the 2019-20 Victorian budget.

INLAND RAIL

ARTC is also delivering enhancements along the North East rail corridor as part of the Inland Rail freight project to allow for the running of double-stacked freight trains. When complete, Inland Rail, will reduce the need for additional heavy trucks transporting freight on our roads, including the Hume Highway.

For more information visit inlandrail.com.au/T2A,
☎ 1800 732 761 ✉ inlandrailvic@artc.com.au

WANT TO KNOW MORE?

We're committed to working closely with the community and other stakeholders as the project progresses. Our team is happy to come and speak with community groups who are interested in learning more about the project.

For more information or to register to receive updates, visit our website or contact the project team via:

1300 550 402
northeastline@artc.com.au
artc.com.au/projects/northeast



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Current as at July 2019