

NEWS POST

RAIL FUTURES INSTITUTE INC - QUARTERLY NEWSLETTER

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CONTRIBUTING TO RFI NEWSPOST

Members are invited to submit news articles and opinion pieces, plus reports of construction activities on transport projects. Submissions should be no more than 800 words. Members photos of current rail / tram activities are also welcome in jpeg or png format. Contributions may be edited to fit the available space. RFI reserves the right to edit / decline articles it considers not appropriate. Please forward all submissions to: secretary@railfutures.org.au

Opinions expressed in RFI Newspost are those of the individual authors and do not necessarily reflect the views of the Rail Futures Institute (Inc) . (RFI)

Editor - Val Sands

Publisher - David Hardy

Picture of the Quarter:



Photo – Doug Spike

On another continent in Italy one of Europe’s most famous long distance International trains.

The “Simplon Orient Express” north of Milan at Stresa on Lake Maggiore heading for the Swiss border and the 21 km long Simplon tunnel (actually two parallel single bore tunnels).

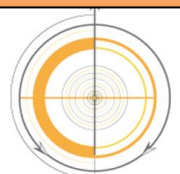
Mainline rails in Italy are painted white as in this picture to assist track maintenance staff to observe with the naked eye any hairline cracks or breaks in the rails.

SOUTH GEELONG STATION RE-BUILD



At early December, 2023 looking in a Down direction the new Down platform 180m long takes shape on the left, with the newly placed pedestrian overbridge and elevators shown in the distance. On the right is the existing 180m long platform and station building which is to be demolished and replaced by a new station building on the same Southern side adjacent to the footbridge. Tracklaying will take place soon alongside the new Down platform and canopy seen in the above photo.

Photo – David Hardy



PRESIDENT'S WORDS - MELBOURNE'S BIG BUILD GETTING TRANSPORT PRIORITIES RIGHT

The recent Age article by Ross Gittins (December, 18) regarding the importance of considering opportunity costs in decision making is a timely reminder of how true this is. Opportunity costs are defined as *"the potential value or benefit that an individual, business, or society forgoes when choosing one alternative over another"*. They can also be described as the cost of not choosing the next best alternative when making a decision. No guesses for Suburban Rail Loop (SRL) being front of mind in this context.

No one seems to have a clear understanding of what this project might ultimately cost but the State Government is presently sticking to its estimate of \$34.5 billion for the first stage (SRL East) from Cheltenham to Box Hill. Its cumulative cost when SRL North from Box Hill to Melbourne Airport is added has been the subject of much speculation, however RFI's guess is that \$100 billion is a reasonable prospect. That would make it far and away Australia's most expensive transport infrastructure project. The latest \$10 billion blow-out in the cost of North-East Link does not instil much confidence in any of these estimates.

The SRL Business Case has been widely criticised on several grounds including that the benefits assume the project is completed right through to Werribee, there being no separate assessment of the present first stage SRL East. The net benefits are also calculated using a lower than normal discount rate, making the project BCR look more attractive. Notwithstanding, the Government has pressed on and despite its massively accruing state debt, has just signed off a \$3.6 billion contract to construct the first 16km of twin tunnels from Cheltenham to Glen Waverley. The State will share any subsequent cost overruns with the contractor.

One cannot help wondering whether SRL East will ever be completed as Victoria has only been able to fund around one-third of its current estimated cost, relying instead on the Commonwealth and hope for property Value Capture funding for the remainder. The Commonwealth has made it clear that any further funding will be dependent upon support from Infrastructure Australia following its independent assessment of the SRL Business Case. Our intelligence to date suggests such support is unlikely. Other experts say *"they're dreaming"* if government thinks property Value Capture might contribute another \$10 billion or more towards the project cost.



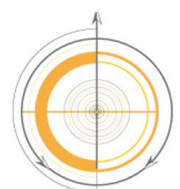
But I digress. The real issue is that of opportunity cost. When considering the endless demands on government for additional funding for hospitals, schools, aged care and so much more, let alone for transport, how could a rational government decide that SRL should take precedence? This is a project that nobody asked for before the Premier announced it from left field ahead of the 2018 State Election. It's disingenuous for the Government to now claim SRL has been endorsed by the community in the following two elections. Governments are rarely elected on the basis of a single pre-election promise. Of course, the real opportunity cost might turn out to be only the \$11.8 billion that the Government claims it can fund. Even so, that's a lot of money.

What could \$11.8 billion buy if reallocated to other transport projects? There's a pretty long list of needed works. It would extend the electrified railway from Cranbourne to Clyde. It would fix the unsatisfactory Caulfield station. It would provide dozens more level boarding tram stops. It would construct the needed tram extensions to Arden and the Fishermans Bend precincts. It would fund the planning and design work to allow an early start on building MM2 later this decade including electrification to Melton. It might allow the half-finished Murray Basin rail project to be completed. And much more besides.

All the above suggests that RFI and like-minded organisations should be placing more emphasis on the processes required for good project decision making rather than necessarily arguing the relative merits or otherwise of individual projects. These processes are well established and are generally understood by bureaucrats and project people. There is certainly a place for politically driven project decisions but only with full disclosure and consideration of the potential opportunity costs.

With that said, it's time for some relaxation and best wishes to all RFI members and families for a happy Christmas and a fruitful 2024.

- *John Hearsch*



INLAND RAIL COMPLETES FIRST VICTORIAN PROJECT



Inland Rail has completed the first of twelve Victorian projects in the North Eastern corridor, which involved lowering twin rail tracks beneath the Murray Valley Highway road overbridge at Barnawartha North, to allow clearance for future operation of double-stacked container trains on Inland Rail.

Inland Rail and construction partner McConnell Dowell commenced work in November 2022 and more than 125 workers were employed on the job. The project scope involved lowering 400m of twin tracks by 1.4 metres. At the same time the road overbridge was re-inforced, new drainage and levee banks constructed. Track works involved 800 new concrete sleepers, 800m of new heavy weight rail and 6000 tonnes of new ballast.

Inland Rail is a nation building project that will transform how goods are moved between Melbourne, Inland NSW and Brisbane. In Victoria similar works are in the process of being undertaken at a further eleven locations in the North Eastern corridor. Having completed the job at Barnawartha North, the focus has now moved South to commence work at other sites.

When complete Inland Rail will allow each double stacked 1.8 km long container train to remove the equivalent of 110 B - Doubles road trucks from our cities and highways. Further transferring more freight to rail is not only safer but will significantly reduce carbon emissions.

Above: An SCT freight train traverses the recently lowered tracks beneath the Murray Valley Highway at Barnawartha North, Victoria. *Image courtesy: ARTC.*

MTM Trains Service Delivery by Line for 12 Months ended 31/08/2023	
Alamein	
- Reliability	6.7 %
- Cancellations	0.7 %
Belgrave	
- Reliability	8.7 %
- Cancellations	0.7 %
Craigieburn	
- Reliability	11.9 %
- Cancellations	1.2 %
Cranbourne	
- Reliability	5.8 %
- Cancellations	1.2 %
Frankston	
- Reliability	9.9 %
- Cancellations	1.5 %
Glen Waverley	
- Reliability	3.2 %
- Cancellations	0.6 %
Hurstbridge	
- Reliability	7.3 %
- Cancellations	0.8 %
Lilydale	
- Reliability	6.4 %
- Cancellations	0.8 %
Mernda	
- Reliability	5.8 %
- Cancellations	0.8 %
Pakenham	
- Reliability	7.3 %
- Cancellations	2.2 %
Sandringham	
- Reliability	4.0 %
- Cancellations	0.9 %
Sunbury	
- Reliability	9.7 %
- Cancellations	0.9 %
Upfield	
- Reliability	7.0 %
- Cancellations	0.8 %
Werribee	
- Reliability	10.7 %
- Cancellations	1.4 %
Williamstown	
- Reliability	6.7 %
- Cancellations	1.2 %
KEY:	
Trains LATE as a %age of services SCHEDULED	
Trains CANCELLED as a %age of SCHEDULED	
- <i>Statistics Source Public Transport Victoria</i>	



LIGHT RAIL TRANSIT IN AUSTRALIA

Throughout the world Light Rail Transit (LRT) is increasingly being seen as an attractive alternative to conventional trains, trams and buses. Light Rail falls into the category of Medium Capacity Transit (MCT) modes - capable of handling patronage of 3,000 to 15,000 passengers per hour along a route. Other MCT technologies include metros, guided busways and trackless trams.

Key features of successful application of Light Rail are fully or largely segregated right of ways, stops spaced at least 500 metres apart, offering attractive service quality (in terms of frequency, span of operating hours, stopping patterns, and appropriate system technologies (vehicles, control systems, passenger facilities). As Light Rail can be on the surface, elevated or underground as determined by the particular situation they can provide a range of benefits including higher operating speeds, greater reliability and capacity than road-based transport with capital costs considerably less than the very high cost of conventional heavy rail technology.

In recent years LRT projects have progressed in several Australian cities. Developed to serve corridors with relatively high travel demands in a cost effective, energy efficient and environmentally sensitive way, LRTs are also playing a key role in transforming cities into attractive, people-friendly places. LRT has been introduced in QLD (at the Gold Coast), NSW (in Sydney, Newcastle and Parramatta (opening in 2024) and the ACT (Canberra) and many of these networks are expanding under State and Federal Government funding. All the Australian LRT services (except Canberra) use part of former heavy rail passenger or freight rail lines.



Sydney Light Rail in George Street.

LRT HELPS CITY LIVEABILITY

The recent Infrastructure Australia report *Independent Review of the National Partnership Agreement on Land transport Infrastructure* the Australian Government has committed further funding for several LRT projects, including extension of the Gold Coast, Canberra and Paramatta networks.

With complementary land use planning and re-allocation of road space LRT has the potential to transform urban centres and streets into people friendly places. This transformation has most clearly been demonstrated in George Street, in central Sydney, where a road previously clogged with cars and buses has been converted into a vibrant and attractive transit and pedestrian area, and the Gold Coast central area where the light rail system is often accredited as being the major catalyst for the recovery of its commercial property sector.

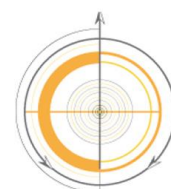


Gold Coast Light Rail

The soon to be commissioned Parramatta light rail project is a key component of the NSW Governments vision of developing Parramatta as Sydney's second commercial centre, while the Newcastle LRT is expected to help re-juvenate its central area.

INNOVATIVE TECHNOLOGY

LRT vehicles have typically been driven electrically with power being drawn from an overhead electric line via a pantograph. Now there is a range of catenary-free options for all or parts of routes. Vehicles can incorporate overhead line equipment and/or traction batteries, with simple and easy transition between power sources. LRT can then blend seamlessly into the urban environment preserving historical heritage by dispensing with obtrusive overhead contact wires.





Sydney

In the wire-free section of Sydney's *CBD and South East Light Rail*, vehicles are powered via ground-level power supply technology. The system uses 11-metre segments set into the track bed between the guiding rails to supply current to vehicles. These segments automatically switch on and off according to whether a tram is passing over them, thereby eradicating any risk to other road users.



Sydney Light Rail showing between tracks power source.

Newcastle

Vehicles use on-board energy storage technology. Pantographs are quickly raised and lowered at stops to charge on-board vehicle batteries. There are no continuous overhead wires.



Newcastle - showing overhead Light Rail charging point.

Parramatta

When travelling in overhead free sections, Parramatta light rail vehicles will use on-board batteries that have been charged whilst under overhead wires.

THE MELBOURNE SCENE

While parts of some Melbourne's tram routes (Victoria Parade and Royal Park) could be considered as Light Rail, the conversion of the St Kilda and Port Melbourne lines in 1987 was Melbourne's first real experience of LRT when the former heavy rail lines were converted, albeit after gauge conversion (from broad to standard) and a reduced power voltage (from 1500 dc to 600 dc). The conversions to light rail enabled both these lines to be connected to the existing tram network at South Melbourne and St Kilda, significantly increasing their catchment areas and reducing end to end travel times for most travellers.

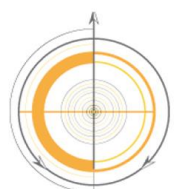
FUTURE FOR LRT IN MELBOURNE



In its *Melbourne Rail Plan 2020-2050*, RFI recommends that 230 kms of MCT routes with 120 stops, be developed in Melbourne particularly to meet the needs of cross suburban travel, to provide connectivity with other modes and links to large employment /activity centres where there is relatively high demand. The proposed network will be more extensive and cheaper to construct than the Government's Suburban Rail Loop (SRL). Furthermore, travel times, frequencies, catchment areas of the RFI proposal MCT solution are superior to those claimed for the SRL

In Melbourne, appropriately implemented new LRT services and progressive conversion of some existing tram routes to light rail standards can have significant city shaping impacts, reducing car dependency, encouraging higher density living and stimulating commercial, retail and residential development. All these are critical if Melbourne is to be sustainable, and an attractive place to live with a population expected to reach 8 million by 2060

- Peter Don





INLAND RAIL - STOCKINBINGAL – PARKES CONSTRUCTION BEGINS

Inland Rail recently celebrated the beginning of major construction works on the Stockinbingal - Parkes section of Inland Rail in New South Wales, with a event at Forbes railway station in September, 2023.

The Federal Government is now taking a staged approach to delivering Inland Rail, with construction between Beveridge in Victoria and Parkes in New South Wales recently prioritized for completion by 2027. The delivery of these line sections will enable Inland Rail to connect to existing rail networks between Melbourne, Sydney, Perth, Adelaide and the Illawarra via Parkes and Narromine. Martinus Rail has been awarded the \$403.5 million contract to design and construct enhancement works on the Stockinbingal to Parkes and Albury to Illabo sections of Inland Rail.

The Stockinbingal to Parkes works will include upgrading of bridges and track lowering at Forbes to create the required height and width clearances to allow for operation of double stacked container trains, with an additional crossing loop to be constructed at Darroobalgie.

Inland Rail has already completed upgrading of the Parkes to Narromine section in New South Wales with major construction works now also underway on the Beveridge to Albury section in Victoria. As part of the Inland Rail program, \$2.7 billion in contracts has already been awarded to 400 suppliers across the country.



Above: Left to Right; Gavin Murphy (Martinus Rail Project Director), Cr Phyllis Miller OAM (Mayor of Forbes), Melvyn Maylin (Inland Rail - Director Program Delivery, Albury to Parkes).
Image: Courtesy Inland Rail.

ENHANCED SERVICES FOR BENDIGO / ECHUCA

Effective 19/11/2023 enhanced train services have operated on the Bendigo and Echuca lines.

An additional 3 car Vlocity service operates on Weekdays departing Castlemaine at 0720 and arriving at Bendigo at 0745. This new local train service replaces three (3) banker coaches which have banked the first 0625 Down Weekday train service from Southern Cross to Bendigo for some years.

On the Echuca Line after a long drawn out BLUE HILLS saga stretching out over a decade the Echuca Line upgrade is now finally complete allowing 80 km/h from Bendigo to Epsom, 130 km/h from Epsom to Goornong, and finally 100 km/h from Goornong to Echuca.

The upgrade include level crossings to boom barriers at all major roads, and new stations at Huntly and Goornong. Bendigo – Echuca travel times are trimmed to around 70 mins for the 80 kms, allowing trains to now compete much better with car travel times.

Echuca Downs ex Southern Cross are at:

- Weekdays 0702 1106 1506
- Saturdays & Sundays 0905 1806

Downs ex Bendigo are at:

- Weekdays 0902 1310 1701
- Saturdays & Sundays 1107 2004

Ups ex Echuca are at:

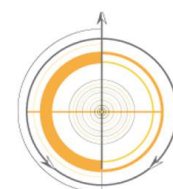
- Weekdays 0723 1115 1515
- Saturdays 0722 1605
- Sundays 0905 1605

Further improvements to come mid 2025 are:

- Additional evening Down Bendigo service on Saturday & Sunday evenings
- Echuca services increased to three each way on Saturdays and Sundays
- A complementary local Weekday Bendigo – Castlemaine commuter service late afternoon.

Ultimately to cater for ALL Echuca travel needs to/from both Bendigo and Melbourne the Echuca Weekday service requires extension of the existing 1758 Down Bendigo to Echuca, and for the existing 0749 Up Bendigo to originate from Echuca at 0627.

- *David Hardy*





BAN ON Te Huia LIFTED



A ban preventing the Te Huia, passenger rail service from Hamilton to Auckland, operating within the Auckland Metro network has recently been lifted.

After some months of initial operation the Waka Kotahi NZ Transport Agency issued a prohibition notice to KiwiRail following two incidents of drivers failing to obey red signals within the Auckland Metro area. This restriction meant that the train could not travel any further north than Papakura.

Waka Kotahi director of land transport Neil Cook said at the time that KiwiRail would be required to install a "Gold Standard" European Train Control System (ETCS) - a system which Kiwi Rail executive general manager of operations Paul Ashton said would take years to implement.

However the rail regulator has subsequently lifted the ban on Auckland urban operations after both key parties agreed on alternative resolution of the issue.

KiwiRail has implemented several risk mitigation controls, including an Electronic Train Protection system for the train's travel through the Auckland Metro rail network, and extra training for the service's drivers to better support them in navigating the Auckland city network.

The alternative safety solution now installed on Te Huia will automatically stop the train if it passes a red signal, whereas the preferred solution is a predictive system which slows the train down as it approaches a red signal.

"KiwiRail took both incidents very seriously, and has worked closely with the rail regulator to resolve their concerns. Through services from Hamilton resumed through operation to the Strand Station in Auckland from Monday 07/08/2023. Waka Kotahi has advised KiwiRail that ETCS should be installed on Te Huia if its running rights are extended beyond the initial five-year trial contract period. - Based on material published in Industry News

WA TESTS AUSTRALIA'S FIRST TRACKLESS TRAM

Australia's first Trackless Tram recently arrived in Stirling (Western Australia) after a long ocean journey from Shanghai (China), where it undergoing testing to determine its suitability for use along Scarborough Beach Road.

The \$2 million business case and trial of the 30-metre-long Trackless Tram is being funded by the Federal Government, with the project being delivered in partnership with Curtin University, CRRC, Shanghai Electric and Infrastructure Technology Solutions.

The trial will determine the suitability of the technology as a transport solution along Scarborough Beach Road in Stirling. The local Council sees that, with its efficient and eco-friendly features, the trackless tram potentially offers a mode of transportation that aligns with Stirling's vision for a sustainable region. The expectation is that the tram will connect people to busy, vibrant areas, creating better accessibility and generating urban redevelopment within the Scarborough Beach Road Activity Corridor.

The Trackless Trams could hopefully be a game changer for Perth and encourage people to make the switch from cars to public transport. As a net-zero emission vehicle the Trackless Tram will support a reduction in carbon emissions as well as decrease cars on local roads.



Trackless tram on trial Stirling WA.





NEW SOUTH WALES COUNTRY NETWORK UPGRADING OF TRACKS

Fixing Country Rail is a New South Wales Government program providing targeted infrastructure funding for regional freight projects. With New South Wales regional freight volumes expected to increase by 17 per cent to 311 million tonnes by 2036, improving the State's supply chain network is critical.

The Riverina Murray region accounts for almost 13 per cent of produce across NSW. Rail freight is among the most efficient methods of transporting big freight loads over long distances, with one freight train wagon able to hold enough grain to produce more than 150,000 loaves of bread.

Through a number smaller upgrades, the Fixing Country Rail program aims to improve capacity, access, efficiency and reliability of the regional rail freight network. The latest project being undertaken as part of the program is an \$11.7 million siding extension at Coolamon, west of Junee, which will create a longer passing siding on the Junee – Griffith line allowing longer and heavier trains up 1500 metres in length to pass each other at Coolamon.

Improving rail line efficiency

As a single line track, there are limited opportunities on the Junee to Griffith rail line for trains to pass each other and currently significant delays occur during loading and shunting activities, particularly during the grain harvest and grain out loading seasons, impacting rail movements on the main line.

In the most recent works the siding at Coolamon has been extended from 920m to 1,530m, enabling access for longer more efficient freight trains up to 1,500m in length, which will help alleviate bottlenecks and congestion on the single line track between Junee and Griffith.

Significant seasonal and ad hoc bulk grain trains result in total corridor operations of approximately 1,500 trains a year. The project is the latest endeavour aimed at improving the efficiency of the Junee to Griffith line.

It follows the earlier completion of line upgrading from 21 tonne axle loads (TAL) line to a 25 TAL line in early 2022. The line is now capable of handling freight trains with gross loaded wagon weights up to 100 tonnes.



Transport for NSW's Senior Program Manager, Simon Bingham, said the Coolamon rail siding extension is crucial to improving operational efficiency along the Junee to Griffith line. The project allows for improved scheduling of freight and passenger services on the line, as well as loading and shunting activities at Coolamon.

The extension was commissioned in September, 2023 and the extended siding became fully operational in mid-October this year. Other regional rail freight siding extensions completed recently have been at Temora West, and a new \$14.4 million siding installed at the Riverina Intermodal Freight and Logistics Hub at Bomen near Wagga on the Sydney – Melbourne interstate mainline.

Based on Information published in Infrastructure Magazine.

RAIL TRIVIA QUIZ

QUESTIONS:

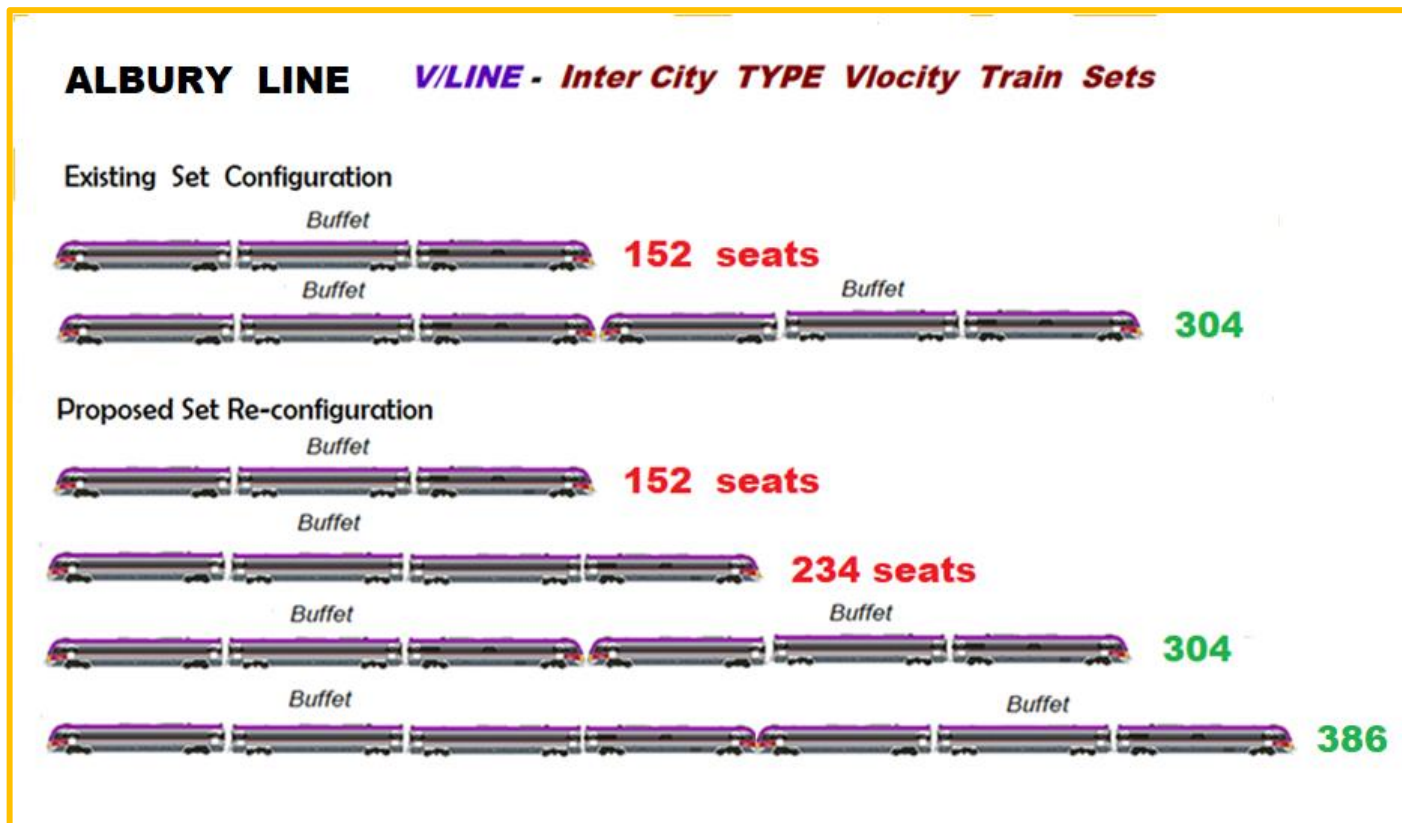
1. I travel on tram 5106, get out at a stop and from the very same 'platform' I catch tram 3533. What two tram routes have I travelled on ?
2. There is one structure (a goods shed) on the North Eastern line that dates back to 1873 - the date that line section opened. This structure still has much of the original building material in it. Where is it ?
3. There are four different suburban train types currently running in Melbourne. All can be seen at Flinders St. Which will be the first train type to disappear from that station ?
4. The Victorian S class (diesel) had eighteen members in total. Two were destroyed in the Violet Town collision (1969). Of the remainder how many still exist, and how many of those remain in commercial (as distinct from Heritage) service ?

ANSWERS in the next edition of **NEWSPOST**.





INCREASING CAPACITY OF STANDARD GAUGE ALBURY LINE TRAINS



OUR 2024/2025 STATE BUDGET SUBMISSION PROPOSES A TWO STAGE SOLUTION TO PROGRESSIVELY INCREASE THE CAPACITY OF ALBURY LINE STANDARD GAUGE V/LOCITY SERVICES AND IN STAGE - 2 INCREASING THE DAILY FREQUENCY OF V/LINE SERVICES TO FOUR (4) EACH WAY.

STAGE – 1: PURPLE - V/LINE BLUE - COUNTRYLINK NSW

ACQUIRE THREE (3) DM V/LOCITY INTERMEDIATE POWER CARS ON STANDARD GAUGE (82 SEATS each) AND INSERT ONE DM CAR IN THREE OF THE EXISTING SIX STANDARD GAUGE THREE-CAR SETS.

THIS THEN GIVES A STANDARD GAUGE V/LOCITY FLEET OF :

3 x FOUR-CAR SETS WITH BUFFET SEATING 234 passengers, and 3 x THREE-CAR SETS WITH BUFFET SEATING 152.

ALLOWING OPERATION OF THESE TRAIN SIZES ON ALBURY SERVICES:

3 cars seating 152 passengers, 4 cars seating 234, 6 cars seating 304 and 7 cars seating 386

Down: DAILY 0705 0830 1205 (1433 Frid & Sun ONLY) 1802 1950

UP: DAILY 0408 0645 (0845 Sat & Mon ONLY) 1251 1510 1727

STAGE – 2: PURPLE - V/LINE BLUE - COUNTRYLINK NSW

ACQUIRE AN ADDITIONAL THREE & FOUR CAR SETS.

THIS THEN GIVES A STANDARD GAUGE V/LOCITY FLEET OF :

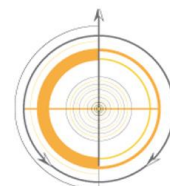
4 x FOUR-CAR SETS WITH BUFFET SEATING 234 passengers, and 4 x THREE-CAR SETS WITH BUFFET SEATING 152.

ALLOWING OPERATION OF THESE TRAIN SIZES ON ALBURY SERVICES:

3 cars seating 152 passengers, 4 cars seating 234, 6 cars seating 304 and 7 cars seating 386

Down: DAILY 0705 0830 1205 1500 1802 1950

UP: DAILY 0408 0630 0845 1250 1510 1730





RFI STATE BUDGET SUMMARY 2024/2025

PROJECTS LISTED BY MINISTERIAL AUTHORITY

1. Hon Danny Pearson - Minister for Transport Infrastructure

Metro Train Projects

- Caulfield Station Upgrade of passenger access and station facilities
- Cranbourne – Clyde Extension of Electrified MTM Services
- Metro Stations DDA Accessibility Upgrade Program – Newport, Clifton Hill, Richmond, Burnley, South Yarra & Camberwell
- PRIORITY Suburban Grade Separation – Glenferrie Road, Kooyong

Yarra Tram Projects

- Park Street (South Melbourne) - Track Infill 310 m, allow Route – 5 to Remand Centre
- Victoria Street (CBD) - Track Infill 750 m between Latrobe and Swanston Streets
- Arden Precinct – Staged Extensions from Abbotsford Street & Spencer Street
- Accelerated DDA Compliance Program - Accessible Platform Stop Construction
- CBD West - Staged Extensions to North Melbourne and Arden Stations
- Fishermans Bend Precinct – Staged Tram Extensions from Collins Street to Westgate Park and Sandridge / Wirraway

V/Line Projects

- Restoration of Standard Gauge Passenger Platform at Sunshine for North Eastern Travellers
- PRIORITY Regional Grade Separation - North Shore Road, North Shore

2. Hon Gabrielle Williams MP Minister for Public and Active Transport

Metro Trains Services

- Enhanced Off Peak and Evening service frequencies on selected line sections
- Standardized Weekend timetable on Saturdays, Sundays & Public Holidays

Yarra Trams Services

- Latrobe and Collins Street Tram Route re-structure Package
- Enhanced Off Peak and Evening service frequencies on selected tram routes
- Standardized Weekend timetable on Saturdays, Sundays and Public Holidays

V/Line Train Services

- Increased Passenger Capacity – North Eastern Standard Gauge Trains

V/Line Coach Services

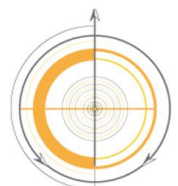
- Ballarat – Hamilton Service Enhancement Package

3. Hon Melissa Horne MP Minister for Freight and Ports

Freight Network Enhancements

- Re-activate dormant freight line : Toolamba–Echuca
- Extend MSIS incentive scheme to 30/06/2029
- Commission signalling on the standard gauge rail freight cross link at Ararat

FULL DETAILS ARE AVAILABLE FROM THE RFI WEBSITE UNDER REPORTS > SUBMISSIONS





NEWS PIX FROM AROUND THE TRAPS



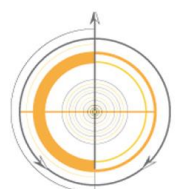
Down Aurizon freight at Albion
- Photo Jonathan Scutt



Twin EMU trains at STRESA on Lake Maggiore
midway between Milano and Domodossola in Italy.
- Photo Doug Spike

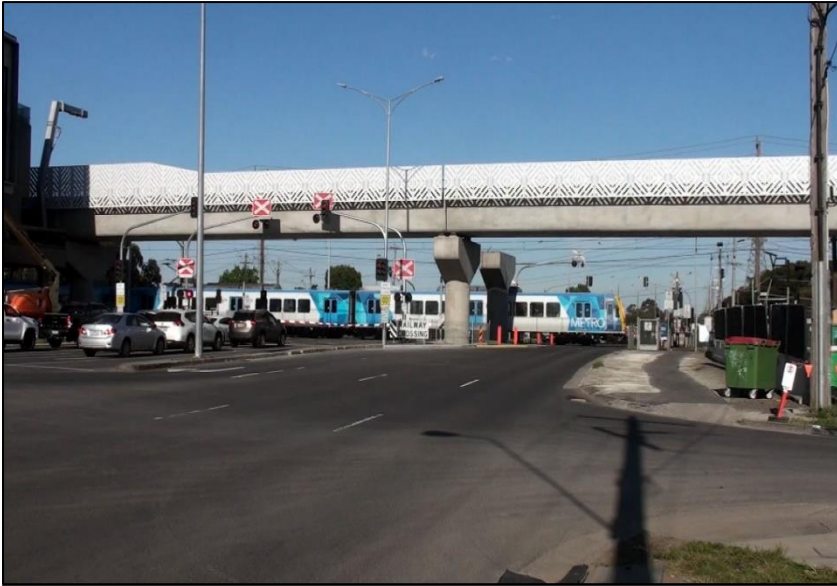


A most un-usual train consist
R-707 running tender first hauling a 3 car H set
with a P Class loco on each end through the new
Glenhuntly station.
Photo – Jonathan Scutt





NEWS PIX FROM AROUND THE TRAPS



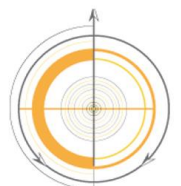
Keon Park grade separation and new rail over road viaduct, with to be completed new elevated station.
Photo – Jonathan Scutt



New elevated station at Narre Warren with steps, taking shape.
Photo – Jonathan Scutt



New elevated station at Pakenham with its distinctive wavy roof.
Photo – Jonathan Scutt





NEWS PIX FROM AROUND THE TRAPS



Glass entry to PARKVILLE station on Grattan Street
Photo - Jonathan Scutt



Entry to PARKVILLE station at Royal Parade
Photo - Jonathan Scutt



Two shots of our RFI charter train on the Bellarine Peninsula Railway from Queenscliff to Drysdale taken here at Queenscliff prior to departure on Friday 08/12/2023 Photos - David Hardy

