



BALLARAT CORRIDOR CONSTRUCTION UPDATE

 Thiess ALSTOM
Joint Venture 
No. 20, 7 November 2005

MELTON MILESTONES ACHIEVED AS LEVEL CROSSING AND PLATFORM WORKS CONCLUDE

While signalling work will remain a focus for the remainder of the rail closure, the recent upgrades at Melton and Bacchus Marsh have been a significant part of the Regional Fast Rail works.

Though the rebuilding of the Bacchus Marsh rail yard is approximately one week away from finalisation, the Thiess ALSTOM Joint Venture (TAJV) is pleased to advise the Melton area works are now complete.

Melton level crossing

Over the past four weeks, TAJV has worked to upgrade the Station-Exford Road level crossing so that it could accommodate the addition of a second track, which leads to the newly extended Melton station platform.

TAJV has also upgraded the boom barriers and installed automatic pedestrian gates at the level crossing, which will improve safety for the general public once the new equipment comes into operation.

In addition to laying new asphalt at the level crossing, TAJV has installed rubber panels to make future maintenance more efficient. The rubber panels can be removed quickly and easily to allow faster access to the track.

TAJV appreciates the cooperation shown by the local council and VicRoads during the level crossing closure, and thanks the broader community for its patience.

Melton station platform

The station platform has been extended 27.5 metres on the Melbourne-bound side and 44 metres on the Ballarat-bound side, to accommodate the new signalling requirements.

TAJV has lowered the track formation through the station platform area to accommodate the installation of the new concrete sleepers and the new crossover.



Hi-rail tipper pours top ballast at Station-Exford crossing



The second track, widened level crossing and new turnout



The station platform is extended on both sides



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Works have involved:

- the removal of 2500 cubic metres of old ballast
- the installation of 6000 tonnes of new ballast and capping
- the installation of 600 metres of new drainage
- the construction of 800 metres of new track with concrete sleepers and 60kg rail.

New signal masts have been installed at either end of the platform in preparation for the installation and commissioning of the new signalling system in the coming weeks.

Track testing

TAJV has also just concluded its initial assessments of the newly upgraded track between Ballarat and Sunshine.

As all of the major track work is now complete, the EM100 testing trains have been running along the full length of the Ballarat line to measure the horizontal and vertical alignment of the upgraded track.

TAJV is using the EM100 train to ensure that a safe, smooth and comfortable ride will be provided to the broader community on completion of the project.



Excavation works at Melton



A hi-rail tipper prepares the top ballast beside one of the new signal masts



The EM100 train records the alignment of the new track