

Hon. Andrew Gee MP
Member for Orange
123 Byng Street
Orange NSW 2800

Andrew

Thank you for the Birthday card – not that I really needed to reminding of 70 trips around the Sun!

Would appreciate if you could arrange a meeting with Hon Gladys Berejiklian, where we may present a case with thousands of Post Coded signatures (mainly from the Sydney area), in support of re-introduction of passenger rail to Mudgee.

This issue should be seen as **unrelated to the upgrade for coal traffic**.

The line now, is (subject to catch up maintenance) Class 2, 19 tonne axle 100 KPH design.

The previous Government ceased maintenance 5 years ago, switched off the level crossing lights and imposed a 20 KPH speed limit, in effect closed the line. So a \$150M asset lies idle.

The case is based on City – Country equity. (see signatures), and the obvious desire for City people to use the Mudgee line.

Furthermore, the equity of services to major mining communities, all of which except Mudgee and West Wylong have the amenity of passenger rail.

<u>Community</u>	<u>Activity</u>	<u>Passenger Rail</u>
South Coast	Coal	City Rail
South Tablelands	Coal	City Rail
Lower Hunter	Coal	City Rail
Upper Hunter	Coal	City Rail
Lithgow	Coal	City Rail
Orange/Blayney	Metaliferous	C/Link & GSR
Parkes	Metaliferous	C/Link & GSR
Broken Hill	Metaliferous	C/Link & GSR
Gunnedah	Coal	C/Link
Dungog	Coal	City Rail
Mudgee	Coal	NONE!

Attached also, is a recent Media article relaying a "Smart Property Investment Magazine" listing Mudgee in Australia's top "50", and Mudgee as #8 in NSW.

Surely, more than ever Mudgee deserves re- instatement of passenger rail.

The re – introduction of passenger rail makes the line automatically available for other freight operations, the is already an expression of interest in carrying logs from Armidale to Cootamundra VIA THE Mudgee line should in the likely event that the Blayney/Demondrille line is re-opened.

Furthermore, the Blue Zephyr Tourist Train stabled in Lithgow, are ready and waiting to commence tourist traffic to Mudgee.

It should be noted that following the line re-opening in 2000, there were 29 Tourist train visits within the first year.

Regards

Michael

Michael Sweeney

For Mudgee Rail Group

Feb 6th 2013

Cc: Hon. Gladys Berejiklian, Minister for Transport

Cc: Hon. Paul Toole (Electorate includes part of the Mudgee line)

CC: To Adjacent members:

Hon. George Souris , Minister for Tourism

Hon. Kevin Humphries, Minister for Western NSW

THE MUDGEES LINE (Kandos-Gulgong - section)

GENERAL BACKGROUND.

The 92 KM section was re-opened in 2000 at a cost of \$15M. Work included the replacement of 9 of the 11 major timber bridges with current design concrete structures.

Re-sleepering : 1:5 in steel and spot re-ballasting

All minor culverts replaced with concrete or steel

The rail is in uncorroded condition and with minimal wear, 94lb Kandos-Mudgee and 82lb Mudgee-Gulgong

At re-opening the design capacity was 19 tonne axle load and 100Kph speed with some restrictions at bridges.

The line was closed mid 2007 due to removal of maintenance funding by NSW Government.

For a year prior to closure there was an imposed 20Kph speed limit over the whole section, and level crossing lights decommissioned. This had a major deterrent effect to use of the line.

WORK NEEDED TO RE-OPEN THE LINE

Replace 2 major bridges:

Munna, 318.086 RIC estimate \$2.5M

Lue #1 278.467 RIC estimate \$2.0M

Several major culverts to replace

Catch up maintenance on 2 timber bridges, which are in good condition

Catch up spot and programmed sleeper replacement

Spot ballast replenishment

Re commission Level crossing lights and signage where removed.

Weed removal and control

The estimated cost of major bridge replacement could be reduced to <\$1 each by use of a combination of the 9 box girder sections, presently in situ on the never completed Gulgong –Maryvale section (see pictures)

The combined length of these girders is over 100M. Their condition is close to mint, showing only surface rust, no structural corrosion .

Site access for removal is good.

NSW Director General of Transport Mr Jim Glasson has been made aware or the existence of the girders.

OPERATIONAL FEATURES OF THE LINE

MUDGEE:

The only crossing loop is Mudgee, 900 M. This loop is on platform with the main fully off platform

A spur “#2 siding”, of approx.250M comes off the loop and makes an island intersection with the East end of Mudgee platform, suitable for long term stabling.

Three phase power and water available at Mudgee platform

Refuelling is available by arrangement in Mudgee yard

OTHER STATIONS:

Rylstone and Lue, both have platforms suitable for passenger access at small unattended stations which are in reasonable condition

Gulgong: The station and platform are in good condition but located on the ARTC main line, and with awkward shunting manouvers, make the use for passengers unviable.

However there is an old goods shed base with suitable steps on the Gulgong loop which is satisfactory for passenger access.

THE MUDGEE LINE

Kandos-Gulgong - section)

**Summary compiled by Michael Sweeney
Mudgee Rail Group Inc Dec 2008**