The OpenTrack Journey
five years out and back, Over and Over.

PREPARED BY
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ABOUT NETWORK

connecting communities through a safe, reliable and value for money rail network

People and Assets

2375 people employed across the state

$4.8 billion in assets (including stations)

over 6,616 KM of maintainable track

Passenger trips

52 million Citytrain passenger trips a year

740,000 Travel and Tourism passenger trips annually

over 13,000 Heritage passenger trips each year

Tonnes carried

Including non-revenue services

18.3 million
Queensland Rail, South East Queensland Network

It all starts at the beginning

Key

- Ferry Grove and Beenleigh lines
- Shorncliffe and Cleveland lines
- Airport and Gold Coast lines
- Caboolture/Sunshine Coast
- Redcliffe Peninsula and Springfield lines
- Deagon line
- Special event service only
- Busway lines
- G-line light rail line
- G-link stage 2 light rail line (from Hemmant)
- Expanded expanation – early 2016

- Transfer to other train services
  - Translink fans zones
  - Transfer to busway services
  - Transfer to light rail service from early 2016
  - Special fares apply
  - Wheelchair access
  - Assisted wheelchair access
  - King George Square and Queen Street

These are many line services scheduled to connect with train services at most each station. Please use the TransLink journey planner to plan your journey. Express services do not stop at all stations depicted on this map. Please refer to separate line timetables for full details.

Most train stations have free car ride facilities.

For details visit translink.com.au or call 13 12 30 anytime.

Services to and from the airport stations are operated by AirTrain CityLink Limited. Full terms and conditions of service can be obtained on the MyTransLink website or by calling 13 12 30.

Services to and from Olympic North do not stop at Eagle Junction. Schematic: map – not to scale.

Download the MyTransLink app, visit translink.com.au or call 13 12 30
Queensland Rail

Providing customers with a safe, reliable and cost efficient network
Queensland Rail, Network

It all starts at the beginning

• Why?
  • We wanted a better understanding of our Traction Power Capacity.
  • We wanted a learned repeatable process.

• How?
  • Went out to Market with a request for information
  • Evaluation of the proponents
  • Prove it

• Where?
  • What have we done!
    • Infrastructure Replacement
    • New Signalling
    • New Lines
    • Major Projects
Queensland Rail

Modeling to reduce infrastructure footprint / network complexity
Queensland Rail, Network

A bit along the way

- Major Projects
  - Moreton Bay Rail Link
    - Modelling of proposed alignment and signalling arrangement
  - Springfield Railway Extension
    - Modelling of proposed alignment and signalling arrangement
    - Turnout placement impacts
    - Speed board location impacts
  - Gold Coast Duplication and Signal improvements
    - Signalling arrangement – Headway impacts
    - Turnout placement impacts
    - Speed board location impacts
  - Beerburrum to Nambour Improvement
    - Crossing loop location
    - Duplication extension
Queensland Rail

Moreton Bay Rail Link – (Redcliffe Peninsula Line)
Queensland Rail

Beerburrum to Nambour Improvement
Queensland Rail
Platform Shunt Eudlo – AM
Queensland Rail, Network
Platform Shunting on the North Coast Line – Interurban
Queensland Rail

Not So Far Away
Queensland Rail, Network

No So Far Away

- ETCS Level 1- Caboolture to Gympie North
- ETCS Level 2 – Inner City
- SEQ Network Optimisation / Reliability Study
Queensland Rail

Thank You