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Title:

Statement: Concrete sleepers

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STATEMENT

from the Premier

Date March 19, 1975

Embargo

State Administration Centre,
Victoria Square, Adelaide,
South Australia 5001
228 4811

CONCRETE SLEEPERS

A joint venture to manufacture concrete railway sleepers in South Australia and Western Australia by Ready Mixed Concrete Ltd and Costain Australia Ltd, was today announced by the Premier, Mr. Dunstan.

Readymix Costain Joint Venture has obtained an order valued at more than \$5m for half a million sleepers for the transcontinental railway line between Port Augusta, S.A., and Kalgoorlie, W.A.

It is the largest supply contract let in Australia so far. The joint venture is already supplying the N.S.W. Government with railway sleepers manufactured at Penrith.

The RCJV Board of Management comprises Messrs. P.J. Costain, Managing Director of Costain Australia, Mr. N.F. Hude, Secretary, Costain Australia, D.W. Sullivan, General Manager, Australian Operations, Ready Mixed Concrete Ltd and E.P. O'Callaghan, Regional General Manager, The Readymix Group (W.A.) and Mr. Quinn.

Australian investment in the \$2m enterprise represents 72% of the total.

Prestressed concrete sleeper plants will come into full-scale production at Port Augusta in May and at Kalgoorlie in June this year.

Sleepers will be manufactured over a three-year period at the two plants.

Costain Concrete Co Ltd., U.K., is supplying continuing research information services for the project. The company has produced more than half the concrete sleepers used by British Railways for reconstruction of their main line tracks.

Sleepers for the transcontinental line will be produced to meet the design requirements of the Commonwealth Railways.

Commenting on the contract, Mr. Quinn said that Commonwealth Railways engineers had taken into account in their design specification the wide temperature fluctuations along the line of track.

The track would require 1500 sleepers every kilometre and the use of continuous welded rail between sidings and up to 60 kilometres in length.

Concrete sleepers were termite proof, rot proof and fire proof and because of their long and virtually maintenance free life they provided a better track structure maintaining accurate gauge dimension (between rails) and with a continuous welded rail permitted a smoother ride, higher speeds, denser traffic and minimised risk of derailments.



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