Improve Sydney Public Transport (ISPUT)

Improve Sydney and Rural Railways (IMSARR)

EXPANSION AND UPGRADE

OF THE

SYDNEY METROPOLITAN

AND

REGIONAL AND RURAL NEW SOUTH WALES

RAILWAYS

DETAILED OVERVIEW

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PLANS FOR EXPANSION OF THE SYDNEY METROPOLITAN AND REGIONAL AND RURAL NEW SOUTH WALES RAILWAYS

INTRODUCTION:

TRANSPORT: UNLOCKING GRIDLOCK

- The Sydney Olympic Games and World Youth Day week reminded many people of the benefits of the Railway in moving large numbers of people. Indeed faith in the Railway has been renewed.

- Despite this renewal of faith in the Railways, the Sydney Olympics and World Youth Day week also showed the fragility in the overall nature of the Sydney and New South Wales transport network.

- Within 20 years, unless the matter of Sydney's Peak hour traffic congestion is not addressed, then Peak hour will extend from 8 hours a day to 12 hours a day.

- The large bulk of traffic on roads in Sydney, Newcastle and Wollongong is simply commuter traffic making the journey to and from work. Take 60% of this traffic off the roads and onto public transport and you can unlock gridlock.

There are three definable strands of road traffic:

1) Commuter Traffic
2) Commercial Traffic
3) Leisure Traffic

    - Each of these strands travel at different times of the day and on different days of the week. To understand gridlock and manage this issue alone will go a long way to overcoming gridlock.

Transport needs throughout New South Wales also have differing needs:

1) Country New South Wales needs a properly maintained road network due primarily to the issue of distance.

2) Regional New South Wales needs a modern, safe and efficient rail network, properly maintained roads and serviceable air links.

3) Metropolitan Sydney, Newcastle and Wollongong require a massive upgrade to their rail networks and a properly maintained road network.

    - When you have one competing lobby group against another, transport planning loses out. Decisions on Transport going back several decades in Sydney have led to today's gridlock. These problems did not spring up overnight.

    - It is true that all big cities throughout the world have traffic congestion however it is incumbent upon us and no one else to solve our own transport problems.

    - Sydney developed along with the expansion of the Railway and Tramway. The development and subsequent increase in land values did not occur prior to the expansion of the railway and tramway.

    - Another reason to expand the rail network is so our city will be well placed in the year 2020 to host the games of the XXXIInd Olympiad.

    - To continue to hope that peak hour traffic congestion will simply go away is irresponsible and the failure to act is simply a lack of a Duty of Care to the good governance of the citizens of the State of New South Wales.

COMMUNITY BENEFITS AND CONCERNS:

On the following pages are plans for numerous railway lines throughout metropolitan Sydney, Regional and Rural New South Wales.

There are many issues to consider and following discussions with many people, the competing interests have been taken into account.

"No one catches trains"

No less than 920,000 commuters use the rail network on a normal weekday. An expanded rail network enables existing services to improve. Had the rail network expanded gradually over the last 85 years, then the task ahead would not be so big.

"Car sales will fall"

The Sydney metropolitan area is larger than some Countries in Europe. People will always use a motor car for leisure purposes. An expanded rail network will move commuters, not stop people from purchasing a car.

"Private bus companies will go out of business"

The expansion of the rail network will expand the patronage of public transport generally. New rail lines will require the introduction of new bus and tram (light rail) routes. Some existing bus routes will cease to exist or be altered. Other routes will remain unchanged. Employees of private bus companies will be busier than ever with more commuters to serve.

"There is no need for light rail as well as trains"

Trams (Light rail) as with buses are needed .All three modes of transport need to harmoniously co-exist so as to provide a professional, modern transport network.

"We can just build light rail everywhere"

The current rail network needs to expand if only to relieve congestion on existing lines and increase current services. The current rail network is at capacity. Expansion of other transport modes at the expense of the rail network will not improve the capacity of the rail network to meet the increasing level of patronage.

"The RTA does not want any more rail lines constructed"

The construction of new rail lines will ensure that the massive Sydney road network will flow more freely. The maintenance and upkeep of our existing roads along with intersection improvements and road bridge widening would not diminish the need to construct new rail lines.

"What we need is a good straight bus service"

Newly constructed rail lines means less peak hour congestion, which allows for improved bus scheduling. The expansion of the rail network will ease peak hour congestion more effectively than merely creating new bus routes because buses compete with the car for road space, which the railway does not do.

"Toll revenues will collapse with the construction of new rail lines"

The same hysteria raged regarding the future financial viability of inner-city clubs prior to the opening of the Star City casino. These early fears were unfounded and the same situation would apply with the construction of new rail lines.

"New rail lines can't be built because no government will pay compensation to the motorway companies for lost revenue"

Prohibitive contract clauses between governments and motorway companies are surely in breach of the Trade Practices Act and the Commonwealth Constitution and if ever challenged in the High Court would possibly be struck out. The Commonwealth Constitution also provides for the construction of railways.

"To build more rail lines you would have to buy all the houses"

Most new rail lines would be built underground.

"A new rail line will mean wall-to-wall towers of home units and destroy the village atmosphere of our suburb"

New legislation needs to be passed by the NSW Parliament to separate railway construction from urban planning.

"Sitting in peak hour traffic gives me time to read the paper"

If a survey was ever done on anyone who ever enjoyed sitting in peak hour traffic congestion, it is likely not one person would ever admit to it.

"There may be a need to build a new rail line over there, but not in my neighbourhood"

The same arguments against the need for the construction of more than one rail line are the same arguments used when the Sydney Tramway Network was dismantled line-by-line over a 30-year period from the 1930's till 1961. The gradual closure of lines was a deliberate plan that occurred against the support of the public. The Watson's Bay tram line was even forced to re-open after public protests and was one of the few tram lines that returned a profit to the Government.

“I don’t want a rail line underneath my house”

New railway lines do not affect property values in an adverse manner and nor are there structural problems in the construction phase that would affect existing properties. Noise of trains below homes is barely audible.

“The noise of trains underneath my home will become unbearable”

New underground railway lines are at least 20 metres below the foundations of homes and tunnels can be lined with insulation to further address residents concerns. If you were to stand in George Street Sydney and try to listen to the movement of trains below, it is very difficult to hear them or feel any vibrations.

“The value of my home will fall with a railway under my home”

During the environmental impact study phase there may be some negative impact on Property prices in an area, however this impact will turn into a positive effect once a new underground railway line becomes operational. The concerns that some residents affected by the construction of the Epping-Chatswood Railway have is understandable however over time those property prices will increase significantly once the railway becomes operational. High voltage power lines that currently go over properties in other parts of Sydney adversely affect their value over a longer time span than the construction phase of an underground railway does.

“Why not just build all the new railway lines under the roads”

Above or below ground railway lines require different routes to roads. The deeper you build an underground railway adds to the cost of construction. Road travel patterns and railway travel patterns are also very different. Beneath the roads are the water and electrical infrastructure requirements and realigning these utilities will be very expensive.

“I like my suburban rail service above ground”

Had the rail network continued to expand, new lines would have been built above ground. The fact is that Sydney has expanded without concern to expanding the rail network. It is without doubt far cheaper to build above ground as opposed to underground railways. To continue to delay the construction of new railway lines only ensures the escalation of construction costs. The benefits of underground railways are that the rails do not expand in the heat. Track movement is reduced which results in less wear and tear on the bogies and thus provides a safer journey for commuters. Underground rail lines below large areas of bushland allow for safer public access particularly when major bushfires are raging above. Underground rail also provides for more reliable services during wet weather, as rail lines and signalling equipment are kept dry.

"Railway lines should simply be built in coordination with urban planning"

New suburbs have continually been planned and built without a Railway line being even considered let alone constructed. This situation has been allowed to continue for many decades and by simply building more tollroads will only worsen the chronic traffic congestion. Even in 2009 the Oran Park Raceway has been closed and will be turned into a housing complex without even the faintest notion of a new Railway line being built.

"They won't build more rail lines as the Western Sydney Orbital will solve all the problems."

Motorists will by-pass the toll and continue to add to congested Western Sydney arterial and residential streets. Also the M2 Motorway was to be the answer to end traffic congestion. The Orbital road network needs to be completed; however the expansion of the rail network is badly needed. Commuter traffic needs to be largely transferred onto an expanded rail network. People will always need a good road network to travel on. There will always be a need to provide upkeep for the existing road network.

"It won't be safe driving trains to all these new places"

Driver/Guard safety is always of paramount importance and every single driver and guard should currently have a two-way radio and all driver and guard cabins should be air-conditioned and surveyed with close circuit cameras. Beyond these measures, the Police Minister should ensure law and order is maintained throughout New South Wales. The Nightrider bus network would be extended to include new rail lines as they opened. Technology also exists to have trains driven without a driver. The travelling public is not comfortable with the idea that trains can be operated without drivers. Furthermore, modern aircraft can be flown on automatic pilot and yet there is still a Captain and a Co-Pilot in control.

"Metro is the way to go, more modern and efficient"

Metro rail is designed to be driverless and with no guards. Metro is very effective in cities that are very densely populated. Australia has a population of only 21 million and Sydney has approximately 5 million. In comparison, London alone has a population of roughly 10 million. Metro is designed to have carriages with minimal seating. The London Underground covers an area that is approximately from our Sydney CBD to Strathfield.

"Metro is faster"

Japan has had the *'Bullet Train'* since the 1970s and travels at speeds of 300km p/h. This is a Heavy Rail service.

"More trains means more level crossings"

Many new rail lines will be constructed underground and any new above ground lines will have grade separations.

"Too many intersecting rail junctions lead to accidents"

Strathfield and Central currently have rail grade separations and more of these are required.

"You don't need more railway lines, merely more cycle ways"

Bicycle riding is a very good recreational, weekend pursuit, which can lead to Olympic medal glory. However, bicycles are not the only answer to our chronic peak hour traffic congestion. Railways provide the best answer to solving or easing Peak Hour traffic congestion.

"Vandals would run rampant on all those new stations"

All new underground railway stations would be locked after the last train each night and would have state of the art security cameras throughout the station.

"I'm not keen on big monstrous station entrances on every street corner"

All new underground stations would be similar in design with a different colour scheme associated to the colour of the line on the commuter map. The street design would be as that of Town Hall station, with only stair and lift entrances visible on the street level.

"New Railway lines should be branch lines as more trains can provide for a faster service"

New Railway Lines should be built as through services. The cost of building a branch line is not cheap and by building a line that connects to other lines, extended services can thus operate. Also a through line can operate terminating services whereas a branch line cannot provide both.

"Large shopping malls will go out of business if we build all these railways"

New Railway lines will bring in new shoppers to these malls because for those who do not drive a car, it will give people a choice of travel that does not exist now.

"McDonald's will go out of business with all these new railways"

Roads in peak hour will not become void of traffic with the construction of a new railway. New railway lines will also provide for new business opportunities to commence that otherwise would not occur.

“Railway bonds mean the banks will go broke”

Railway bonds are another means of investment that allows for whole communities to have a feeling of ownership of a new Railway line. If people do not wish to invest in Railway bonds, then they do not have to. Railway bonds would have the guarantee of the New South Wales Treasury.

“Bus drivers prefer long routes and all these new Railway lines will mean is shorter bus routes”

The construction of new Railway lines will require new train drivers and there will be a great opportunity for bus drivers to drive trains.

FINANCING & CONSTRUCTION:

FINANCING:

The sources of financing new railway lines in Sydney should include the following:

1) Federal Government funding
2) State Government funding
3) Private Consortium involvement
4) Railway Bonds

1) Federal Government funding:
   The Commonwealth constitution provides for the construction of railways.

2) State Government funding:
   Every Government Department **EXCEPT HEALTH** would have their budgets cut by **10%** for **FOUR** years to pay for new railway lines. When costing of Capital works is undertaken all stages and reports that are required will be produced in the one report thus reducing the overall cost of the project.

3) Private Consortium involvement:
   Enables new railway lines to be built years ahead that is normally possible.

4) Railway Bonds:

   - **Railway Bonds** give ordinary citizens a sense of ownership of a newly built railway line.

   - **Railway Bonds** would not adversely impact on our Banking system.

   - **Railway Bonds** are the same as Government Bonds, with merely a different name. The railway bonds would have the guarantee of the NSW Treasury. Companies, private individuals and organizations would be encouraged to invest in railway bonds. Investors would earn a very good rate of interest and be **TOTALLY FREE** of any transaction fees or charges.

   - The last occasion that Bonds were last issued by the NSW Treasury was when Neville Wran was Premier of New South Wales. During 1980, Premier State Bonds were issued for the raising of capital for Public Works expenditure.

- While **Railway Bonds** would not finance the construction of a line totally, at the time of investment, people could choose which rail line their bonds would be credited against. Later on, when the rail line opened, a commemorative board would be erected at a particular railway station recognising those persons, companies or organizations that financially contributed to the construction of that particular railway.

- Recipients of Social security benefits would on a voluntary basis are encouraged to contribute towards the purchase of railway bonds also. Those unemployed persons who supported railway bonds would be considered first for training and employment opportunities when the new railway lines opened.

- The NSW Treasury would receive increased revenues through land tax with the construction of new rail lines. The value of land increases when a railway line is built and this will be reflected in increased land tax revenue.

CONSTRUCTION:

1) The period of time to construct new railway lines would be a 30 year period.
2) There would be three lines under construction at the same time.
3) New railway lines would incorporate sewerage and drainage pipes, Pay TV, Internet and electricity cables.

LEGISLATION:

- **Minister for Railways**

- . With a comprehensive Rail expansion programme over the next 30 years, there will be a need to have a Minister for Railways at the Cabinet Table as well as a Minister for Transport.

- The Minister would have a single Department which would incorporate the Transport Infrastructure Development Corporation.

- Currently the Transport Minister is responsible for Trains, Buses, Ferries, Hire cars and Taxis. This Ministerial workload is enormous and there would be great advantages on many fronts to split the Railways from the Transport Portfolio.

- Current legislative requirements place too many hurdles in the way for new railway lines to be built and so the NSW Parliament in order to construct new railway lines would need to enact new legislation. During the construction phase of the existing rail network, no doubt there was special legislation in place as well as a Department of Railways and a Minister for Railways. While the reintroduction of a Minister and Railways Department may not be necessary, there is a need to enact special legislation to enable the smooth construction of railway lines.

- During the Olympic Games, special legislation was enacted for the sole purposes of the Olympic Games and so too new legislation should be enacted for the construction of new railway lines.

Timetabling and Ticketing:
New rail lines with 'Y' and 'Diamond' links and rail grade separations are built into the current network so that services can operate more frequently than at present. The abolition of printed timetables will make for a more effective and highly patronised rail network and thus provide for new and innovative services that are currently on offer.

Service Scheduling:
The travelling public should be able to go to their railway station and to catch a train without having to wait an inordinately long period of time for it to arrive. In Switzerland there is a saying that ‘people set their time by the time that trains arrive.’

If trains operated on the principle that there is no printed timetable and that a train will arrive with a great deal of frequency then this idea will sink into the mind of the public’s consciousness that a train will arrive quickly and frequently and within a short timeframe people will use the railways in greater numbers and this will in turn increase the need to build new railway lines.

Timetabling schedules without a printed version will be as follows:

Sydney Metropolitan Lines: 5 minutes in Peak Hour, 15 minutes in Off-Peak & Weekends.
Newcastle & Hunter Lines: 15 minutes in Peak Hour, 15 minutes in Off-Peak & Weekends.
Illawarra Lines: 15 minutes in Peak Hour, 15 minutes in Off-Peak & Weekends.
Country Lines: 30 minutes on every line.

All lines will have express, intermediate and all station services operating.

Electronic Ticketing & Internet Sales:

Immediate introduction of an electronic ticketing system for all modes of transport, public and private.

Enable commuters to purchase rail, bus and ferry tickets on the internet. Tickets could still be sold through the usual outlets.

The New South Wales Minister for Transport would work in close consultation with the New South Wales Minister for Railways for the enactment of the following pieces of legislation.

Some of the following pieces of legislation that would be required are as follows:

1) **Railway Construction Act**
2) **Railway (Land Development) Provision Act**
3) **Transport Timetable Co-ordination Act**
4) **Transport Zonal Ticketing Co-ordination Act**
5) **Transport Zonal (Ticketing) Dissolution Act**
6) **Transport Zonal Multi Use (Ticketing) Act**
7) **Transport Zonal (Operations) Dissolution Act**

1) The **Railway Construction Act** would allow for the construction of above/below ground railway lines wherever the need arose. There would be no requirement to obtain the permission of a local government council and the Department of Urban Affairs and planning. The Railway Construction Act would not however operate once a railway line had been constructed and the type of development that would occur along the route of a new railway line would be governed by existing procedures.

   The **Railway Construction Act** would not avoid the need to conduct an Environmental Impact Statement into the construction of a new railway line. The new act would require the Department of Railways to engage in the same EIS process that currently exists. Once the new railway was constructed, the Department of Urban Affairs and Planning would resume its function in determining the style of development that was to occur along the new rail corridor.

2) The **Railway (Land Development) Provision Act** would encourage the construction of a new railway line in an area where large tracts of land were being subdivided into new suburbs. At present new suburbs are being established without the provision of a railway line. At the time of subdivision, the developer would pay a levy on the value of land at that time in the form of railway bonds. Of course the value of land once a railway line is built increases, so the levy would be easily absorbed into the cost of development. Payment in the form of railway bonds gives the developer an opportunity to recover the original levy paid and gain positive recognition for contributing towards the construction of the new railway line.

   Had the same constraints that apply today to the construction of new railway lines applied when the present rail network was being built, then Sydney would never have got a rail or tram network built.

3) The **Transport Timetable Co-ordination Act** would ensure trains, trams, buses and ferries met each other at scheduled interchanges and thus encouraged the use of public transport. Sydney had a tramway network second to none and there was a requirement that the tram had to wait for the train to arrive before departing.

4) The **Transport Zonal Ticketing Co-ordination Act** would ensure train, tram, bus and ferry fare structures were co-ordinated in size and mode across Metropolitan Sydney thus encouraging the use of public transport and reducing Peak Hour traffic congestion. Similar coordination of ticketing zones would be implemented for regional and rural New South Wales.

5) The **Transport Zonal (Ticketing) Dissolution Act** will dissolve all existing ticketing zones for both private and public train, bus, coach and ferry services across New South Wales. Currently there is a myriad of zones that are confusing for all concerned to manage and discourage the use of public transport. This Act will allow for a modern system of pricing to be introduced that would be reflective of the needs of the travelling public in the twenty-first century.

6) The **Transport Zonal Multi Use (Ticketing) Act** will enable new ticketing zones to be introduced that are responsive to the demands of a modern society in the twenty-first century. Current ticketing zones do not cater for the use of different modes of transport by passengers and tourists. All transport operators would see an increase in revenue from fares collected because new ticketing zones would be multi Zonal and thus encourage the use of different modes of transport by passengers.

7) The **Transport Zonal (Operations) Dissolution Act** would allow for new bus feeder services to be introduced as new Railway lines are constructed. The current Zonal Operations have been in place since the 1930s and this situation arose because Private Bus companies fought for patronage against the Trams. Bus and Tram conductors existed in those days and were at the front line of the patronage battles. On-board conductors are no longer employed. In the 1930s, car ownership was not universal. Also the population of Sydney was very different to that of today.

PUBLIC BENEFITS:

- **Your Railway** Line construction has more positive spin-offs for Sydney and New South Wales than the negative cost of construction.
- **Your Railways** employ people during the construction phase and create permanent ongoing employment opportunities.
- **Your Railways** reduce the road death toll.
- **Your** Railways do not require floral wreathes or Stop Revive Survive signage at railway station platforms.
- **Your Railways** reduce the burden on the hospital system with less car accidents and as a result lower insurance premiums.
- **Your Railways** result in better roads because more money is ultimately available to maintain and upgrade roads. Roads in peak hour are less congested and safer to use.
- **Your Railways** are cleaner for the Environment as they do not need ugly, obtrusive emission exhaust stacks.
- **Your Railways** boost tourism.
- **Your** Railways do not require passengers to take off their shoes before boarding a train.
- **Your Railways** unite communities and build a community spirit.
- **Your Railways** serve 304.8 Million* passenger journeys.
- **Your Railways** currently serve 500,000* commuters for 990,000 journeys in peak hour on a weekday in Metropolitan Sydney.
- **Your Railways** serve 1.68* Million CountryLink passenger journeys.

**According to RailCorp Annual Report 2008-09*

SUMMARY OF NEW SYDNEY METROPOLITAN RAILWAY LINES:

- These planned railway lines are designed to bring many suburbs of our great city onto the rail network. Without a major expansion of the rail network, within 20 years, peak hour will extend from 8 hours a day to 12.
- The following are plans, for new, or extensions to, existing railway lines for the Sydney Metropolitan rail network:

BANKSTOWN LINE EXTENSION
BRADFIELD LINE
BROOKVALE LINE
CAMPBELLTOWN LINE
CARLINGFORD LINE EXTENSION
CRONULLA LINE EXTENSION
EAST HILLS LINE EXTENSION
EASTERN LINE EXTENSION
EASTWOOD LINE
ERMINGTON LINE
HILLS LINE
LOWER BLUE MOUNTAINS LINE
MACARTHUR LINE
NORTH SHORE LINE EXTENSION
NORTH WESTERN LINE
NORTHERN BEACHES LINE
NORTHERN LINE EXTENSION
PRINCES LINE
RICHMOND LINE EXTENSION
SOUTH EASTERN LINE
WINSTON HILLS LINE

SUMMARY OF NEW REGIONAL AND RURAL RAILWAY LINES:

- These planned railway lines would be dual track and built on concrete sleepers and with pipelines placed alongside the lines so as to 'drought proof' New South Wales. All new and existing railway lines throughout New South Wales would be electrified.

- The following are plans, for new, or extensions to, existing railway lines for Regional and Rural New South Wales:

ARMIDALE LINE EXTENSION
BROKEN HILL LINE
CENTRAL COAST LINE
CENTRAL WESTERN LINE CESSNOCK LINE
GRENFELL LINE
HUNTER LINE
ILLAWARRA LINE EXTENSION
NARROMINE LINE
NEWCASTLE LINE
PACIFIC LINE
RAYMOND TERRACE LINE
RIVERINA LINE
SOUTH COAST LINE
SOUTHERN LINE EXTENSION
WHITTON LINE

SUMMARY OF GENERAL RAILWAY IMPROVEMENTS:

Reconstruction/realignment of:

- Northern Line between Hornsby, Newcastle and Brisbane.
- Northern Line between Woy Woy and Cowan.
- Illawarra Line between Sutherland and Wollongong.
- Southern Line between Macarthur, Goulburn, Canberra, Cooma & Melbourne.
- Western Line between Penrith, Orange and Broken Hill.
- All other lines to key Regional towns throughout New South Wales.
- Quadruple the Northern line between Hornsby & Strathfield.
- Quadruple the North Shore line between Chatswood & North Sydney.
- Quadruple the Southern Line between Macarthur & Granville.
- Quadruple the Illawarra line between Hurstville & Sutherland.
- Quadruple the East Hills line.
- Quadruple the Bankstown line between Birrong & Marrickville.
- Quadruple existing Freight corridors to allow for passenger use.
- Connect Parramatta to the Carlingford line and extend to Epping.
- Duplicate the Richmond line.
- Duplicate every Country line.
- Amplify the Western line between Strathfield & Olympic Park.
- Construction of a Sydney Harbour Rail Tunnel or restore Eastern tracks to Sydney Harbour Bridge.

➢ The Northern Line at Epping will be realigned so that the underground platforms contain dive tunnels for the trains to enter and rejoin the surface tracks on the Northern Line thus allowing passengers to board trains to Chatswood and Parramatta easily. These new dive tunnels allows for the unused Platform 4 to be placed into commission.

➢ While under reconstruction/realignment, some of these railway lines would be closed to rail traffic and all services replaced by buses during the period of the works.

➢ *If necessary, the relocation of whole railway stations, which has occurred in the past, may have to occur as part of the reconstruction /realignment programme.*

- These improvements to the rail network are designed to meet the growing demand for an adequate transport system for the large population centres of New South Wales over the next 30 years. These projects will go a long way to reducing the death toll on our country roads.

High Speed Rail Travel:

Reconstruction and realignment of existing railway lines will enable high speed trains to operate at speeds of 300 km/h.

High Speed rail travel will not only improve existing service and reliability but encourage business commuters to use rail. Currently passengers who use the airlines are required to take off personal effects such as shoes when going through security screening at airports.

Despite worldwide terrorism concerns and events rail travel does not have that same security concern. Enforcing the same security demands on rail passengers as those for airline passengers would effectively grind railways to a halt.

High speed rail travel is very enjoyable and has the benefit of taking passengers into the heart of the central business district. This is in contrast to airlines where airports are located many kilometres outside of a central business district.

High speed trains such as the Japanese *'bullet'* train that operates at 300 km/h or the *'tilt'* train in Queensland are very successful and popular.

Existing rail corridors will be duplicated and electrified.

High Rail can operate at speeds of 300 km/h for the following routes:

- Sydney-Melbourne CBD in 4 hours.
- Sydney-Brisbane CBD in 4 hours.
- Sydney-Adelaide CBD in 6 hours.
- Sydney-Perth CBD in 24 hours.
- Sydney-Canberra CBD in 1½ hours.
- Sydney-Newcastle CBD in 1½ hours.
- Sydney- Wollongong CBD in 1½ hours.
- Sydney-Alice Springs CBD in 3 hours.
- Sydney-Darwin CBD in 6 hours.
- Sydney-Broken Hill CBD in 2 hours.
- Sydney-Mt Isa CBD in 4 hours.

Australia is a vast continent. The *'tyranny of distance'* can be overcome and ensure that all the people living throughout regional and rural Australia can access the benefits of the large cities and vice versa.

Train/Tram/Light Rail Coexistence:

Unlike Metro Rail, Heavy Rail and Light Rail and Tramways will coexist throughout New South Wales. Until 1934 the movement of tramcars to the tramway system from the heavy railways occurred at West Ryde. From the Northern Line at West Ryde a single track tramline proceeded from the heavy railway tracks onto Ryedale Road along Victoria Road and Church Street where the line joined the tramway system at Blaxland Road.

This joint use of tracks also occurred at platforms 3 & 4 of Milsons Point railway station until 1958 where the heavy railway lines on the eastern side of the Sydney Harbour Bridge were used by the tramways.

As such the use of heavy railway lines can enable tramcars and light rail vehicles to join streets in suburbs, towns and cities throughout New South Wales.

This multi use of heavy railway lines will allow for the provision of a very frequent service for all communities particularly in regional and rural areas. Where the 'tyranny of distance' forces the permanent isolation of vast numbers of people this multipurpose approach to the use of railway lines will bring people together and in turn revive towns that are currently struggling.
Heavy rail, tramways and light rail operate on the same rail gauge and overhead wiring system.

Heavy railway lines operate on a higher voltage than for trams or light rail vehicles. The multiple uses of heavy railway lines will encourage the need to duplicate and quadruple railway lines which will allow for the separation of freight, express and slower passenger services.

New Rail Depot /Maintenance Centres:

- Kemps Creek
- Riverstone

The expansion of the rail network will require the construction of new rail Depot/Maintenance Centres at Riverstone and Kemps Creek. Currently Sydney Metropolitan Rail Depots are at Mortdale, Flemington and Hornsby.

New stabling facilities would be constructed at Broadmeadow. This would eliminate the need to stable trains on line into the Newcastle CBD.

Some of the features of new rolling stock will include:

- Single Deck
- Stainless Steel exteriors
- Air-conditioning
- 8 or 4 car sets
- 3-2 plus aisle seat configuration
- Multi-Directional seating

- Concertina carriage connections
- Side of carriage electronic destination signs
- Wheel chair bays
- Luggage Racks
- Japanese style *'bullet train'* carriages
- *'Canadian Rockies'* style clear top carriages
- New South Wales railway carriage manufacturing industry
- New Sleeper carriages.
- Pay to view video screens
- Restaurant/lounge carriages on every train.

- Single Deck carriages would be well suited in off peak and weekend services.

- When the rail network began operating electric rail services in Sydney in 1926, the mass production of single deck red coloured electric trains was undertaken to meet the increased patronage of the railways. The earliest carriages were of timber construction and narrow carriages were merely widened. The 'red rattlers' were relatively cheap to produce and lasted on the network for over 60 years.

- The construction of new railway lines in Sydney will ensure that unlike 1995, new rail carriages are built. The Double-Deck trailer carriages and Tanagra's are very good carriages and provide a very reliable and safe journey.

- The Olympic Games showed that the downside of Double-Deck carriages is increased loading times at stations. Single-Deck carriages have a faster loading time and thus service frequency can increase.

- Having trumpeted the virtues of single or double-deck carriages, when the rail network expands again with the opening of the Epping-Chatswood line, a combination of single and double-deck carriages should be used with a combination of 8 or 4 car sets.

- The location of Wheel chair bays on rail carriages is very easy to provide. One of the side facing seat arrangements in the saloon ends of a rail carriage could be removed at one end of an existing carriage or not provided in any new carriages. As well as enabling wheel chair bound commuters to use the rail network; the other advantage to this is the increased standing capacity of the carriages.

- Japanese style *'bullet train'* carriages will be built in New South Wales and operate on newly built or realigned railway lines so as to operate at speeds of 300 km/h and provide people with a transport option that in 2009 does not exist.

- *'Canadian Rockies'* style clear top carriages will be built in New South Wales and provide people with a travelling experience that allows for tourism to be encouraged.

- The New South Wales railway carriage manufacturing industry will be encouraged so as to provide long term employment to people and also boost indirect employment in associated industries. New South Wales will lead the way for other States and Territories throughout Australia to *'buy Australian'*.

- New Sleeper carriages built that are of a luxurious nature with beds laid further apart and designed to attract passengers to high speed long distance travel.

- Pay to view video screens will be located on the backs of seats for the use of passengers. Security camera surveillance would reduce vandalism in the vicinity of these video screens. Passengers will be able to view the daily news or a G rated movie.

- Restaurant/lounge carriages would be included on every train. Passengers will be able to purchase food and beverages and consumed within the same carriage. By utilising a whole carriage passengers can sit and relax on lounge style seating so that the other carriages are maintained in their present format and thus enable laws relating to the consumption of food and beverages on a train remains unaltered.

- Restaurant /lounge carriages would be leased to independent operators and would only relate to the provision of food and beverages.

- Every railway depot could have a different provider of the food and beverage operation. Ownership of the carriages will remain with RailCorp.

- The construction of any new railway station would also incorporate lifts as well as escalators thus enabling all commuters to use the new rail lines. The construction of other new rail lines will necessitate more rail carriages to be built and the 'one size fits all' rail carriage policy needs to be reviewed.

Railway Archives:
The Railways Archives Office should be adequately funded with the public encouraged to visit.
The NSW Government should maintain Railway restoration at the Eveleigh workshops.

Luggage Trolleys:
Luggage Trolleys similar to those at Sydney airport should be provided at large railway stations such as Central and Strathfield.

Regional and Rural railway station improvements:
Parkes, Dubbo, Orange, Yass Junction and Canberra would be upgraded to include additional full length platforms and a station roof to protect passengers from the elements similar to Calais or St. Pancras Railway Stations.

Concrete sleepers:
All new and realigned railway lines will have concrete sleepers so the rails are able to absorb varying weather conditions. Concrete sleepers also have a longer life than timber sleepers.

Multi track rail corridors:
All new and existing railway lines throughout Metropolitan Sydney, Regional and Rural New South Wales will have rail corridors that allow for trains to travel in different directions at the same time. There is almost nowhere that a road is a single lane only and tracks on a railway corridor are like lanes on a road. Single track railway lines will be either duplicated or where necessary quadrupled.

Electrification:
All new and existing railway lines throughout Metropolitan Sydney, Regional and Rural New South Wales will be electrified. The steam age has come and gone and in 2009 the time is suitable to electrify every new or existing railway line. While high speed trains do not necessarily require electrification once a railway line has electrification different trains can operate on any railway line and provide shorter more flexible services. In order to electrify all existing and new multi track rail corridors New South Wales will require additional power generating capacity and this in turn will improve the supply of electricity to the people of New South Wales.

Pipelines:
All new and existing railway lines throughout flood prone areas of Metropolitan Sydney and all Regional and Rural parts of New South Wales will have pipelines built alongside the lines. Floods in Bourke, North Coast, Coffs Harbour in New South Wales, and Queensland in 2009 showed how the large torrents of water could not be channelled to the drought affected areas of New South Wales. The bushfires throughout Victoria in 1983 and 2009 could also have been stopped had pipelines been placed alongside of railway lines. Railway lines could also be built through National Parks and in doing so would create natural fire breaks and allow for regular back burning in National Parks.

The 'Y' Link AND 'DIAMOND' JUNCTION POLICY:

- Sydney has a jewel to which we should all be proud. In terms of size we have one of the world's largest metropolitan rail networks. Indeed it is larger in size than the London Underground or Paris Metro. Not without its faults due in part to its size, enhancement and expansion of the network will benefit all of Sydney and not just one part of it.

- The current Sydney metropolitan rail network was built mostly in the mid 19th and early 20th centuries. The only additions have been the Eastern Suburbs Line (1979), East Hills Line Extension (1984), Airport Line (2000) and the Epping to Chatswood Line (2009).

- The New South Wales railways began operations in 1855 and after most of the current lines were built no new lines have been opened. The only major change too many lines throughout Rural New South Wales has been the closure of unprofitable and unsustainable country branch railway lines.

- When the rail network was constructed the need for intersecting lined did not exist, Sydney had a Tramway network second to none and traffic congestion was only beginning.

- Today's travel patterns have dramatically changed and the need to expand the current rail network is undeniable.

- One of the solutions to ease Sydney's chronic Peak Hour traffic congestion and thus encourage the use of public transport is to add 'Y' Links and 'DIAMOND' JUNCTIONS onto the existing lines and incorporate them into new rail lines.

- Grade Separations for key rail junctions to improve the operating capacity of existing lines. The benefits of this are:

1. Flexible timetabling
2. New and innovative services
3. Increased patronage on existing lines

Western & Illawarra Lines:
Construct a double track 'Y' Link between Macdonaldtown and Erskineville stations. This would alleviate the need to change trains at Redfern and allow for the introduction of a Newtown-Sydenham service.

Bankstown & Illawarra Lines:
Utilise or upgrade the existing freight only double track link between Marrickville and Tempe stations. This would alleviate the need to change trains at Tempe and allow for the introduction of a Marrickville-Hurstville service.

East Hills & Illawarra Lines:
Construct a double track 'Y' Link between Turrella and Arncliffe stations. This would alleviate the need to change trains at Tempe and allow for the introduction of a Beverley Hills-Kogarah service.

Illawarra & Cronulla Lines:
Construct a double track 'Y' link between Loftus and Kirrawee stations. This would alleviate the need to change trains at Sutherland and allow for the introduction of a Cronulla-Wollongong service.

Southern & East Hills Lines:
Construct a double track 'Y' Link between Holsworthy and Casula stations. This would alleviate the need to change trains at Glenfield and allow for the introduction of an East Hills-Liverpool service.

Southern & Bankstown Lines:
Construct a double track 'Y' Link between Carramar and Canley Vale stations. This would alleviate the need to change trains at Cabramatta and allow for the introduction of a Fairfield-Bankstown service.

Bankstown & Western Lines:
Upgrade the 'Y' link between Berala and Auburn stations to two tracks. This would alleviate the need to change trains at Lidcombe and allow for the introduction of a Regents Park-Granville service.

Western & Richmond Lines:
Construct a double track 'Y' Link between Doonside & Marayong stations. This would alleviate the need to change trains at Blacktown and allow for the introduction of a Rooty Hill-Riverstone service.

Western & Northern Lines:
Re-instate the double track 'Y' Link between Homebush and North Strathfield stations. This would alleviate the need to change trains at Strathfield and allow for the introduction of a West Ryde-Lidcombe service. By amplifying the Western Line between Strathfield and Olympic Park, you are able to run very frequent services to Olympic Park especially during special events at Homebush Bay.

Northern & North Shore Lines:
Construct a double track 'Y' Link between Normanhurst and Waitara stations. This would alleviate the need to change trains at Hornsby and allow for the introduction of an Epping-Turramurra service.

Carlingford & Northern Lines:
Construct a double track 'DIAMOND' JUNCTION at Epping linking the Carlingford Line into the Northern Line. The construction of such a junction would ensure West Ryde-City services would not be cut when the Parramatta-Chatswood Line opens.

Western & Carlingford Lines:
Construct a double track 'Y' Link between Rosehill/Camellia (New) and Clyde stations, over the Railway workshops. Also this would make the elimination of the level crossing over Parramatta Road at Rose Hill possible. This would alleviate the need to change trains at Clyde and allow for the introduction of a Lidcombe-Carlingford service.

Carlingford & North Shore Lines:
Construct a double track 'Y' Link between North Ryde and Roseville stations. This would alleviate the need to change trains at Chatswood and allow for the introduction of a Macquarie University-Hornsby service.

Princes & South Eastern Lines:
Construct a double track 'DIAMOND' JUNCTION to enable trains to service these two new lines and bring flexibility into the network. This would allow for the introduction of such services as Marrickville to Brighton Le Sands, Mascot South to Green Square and Botany to Alexandria.

Carlingford & Ermington Lines:
Construct a double track 'DIAMOND JUNCTION' to enable trains to service the Western and Carlingford lines along with the new Ermington line and bring flexibility into the network. This would be enhanced by elevating the railway line over the rail maintenance facility at Clyde and over the current level crossing on Parramatta road at Rosehill.

Campbelltown & Bankstown line Extension:
Construct a 'Y' Link at Badgerys Creek so as to avoid Branch line Terminus difficulties thus making Badgerys Creek a through running station.

The implementation of these proposed 'Y' Links and 'DIAMOND' JUNCTIONS WOULD NOT avoid the need to build additional rail lines.

- They would encourage the use of the rail network.
- They would reduce peak hour traffic congestion.
- They would increase the need for the construction of new railway lines.
- They would increase the level of patronage on existing bus services.
- They would allow flexibility to be introduced into the rail network.
- They would stop the carnage on our country roads.

New and existing railway lines throughout regional and rural New South Wales will also have flexibility built in with these measures.

On the **18th January, 1977** the Granville Disaster occurred and entire rail network was effectively cut in two with massive disruptions to the entire network.

These proposed 'Y' Links and 'DIAMOND' JUNCTIONS would allow for trains to traverse different lines and provide for new and innovative services.

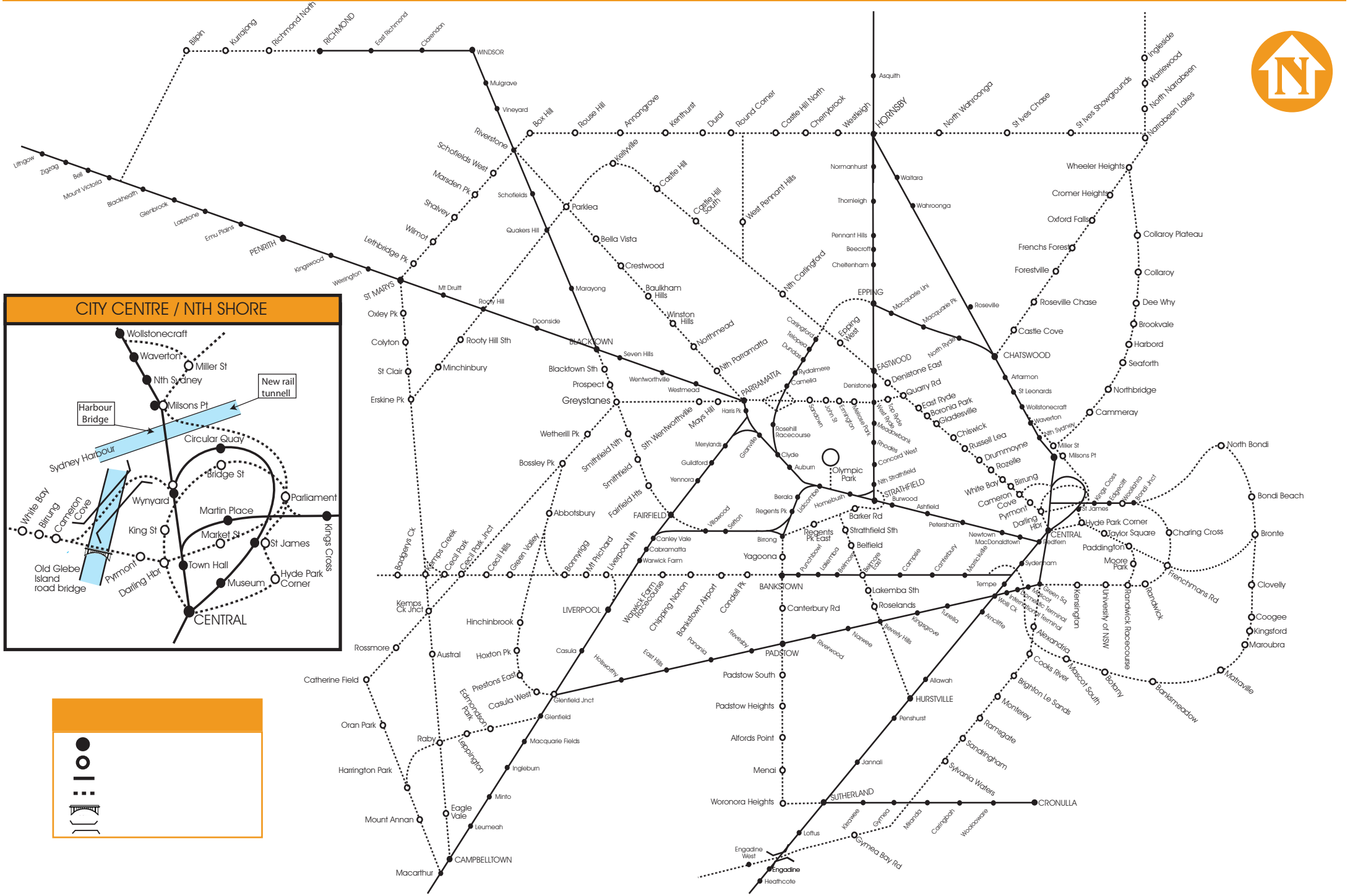
Easy Access Policy
Railway stations need to continue to be upgraded to ensure all commuters can access the station. As the population continues to age, the need for lifts, escalators and pedestrian bridges is long overdue.
Some of the stations that require upgrades are:

- Marrickville
- Newtown
- Redfern
- Cardiff
- Willow Tree

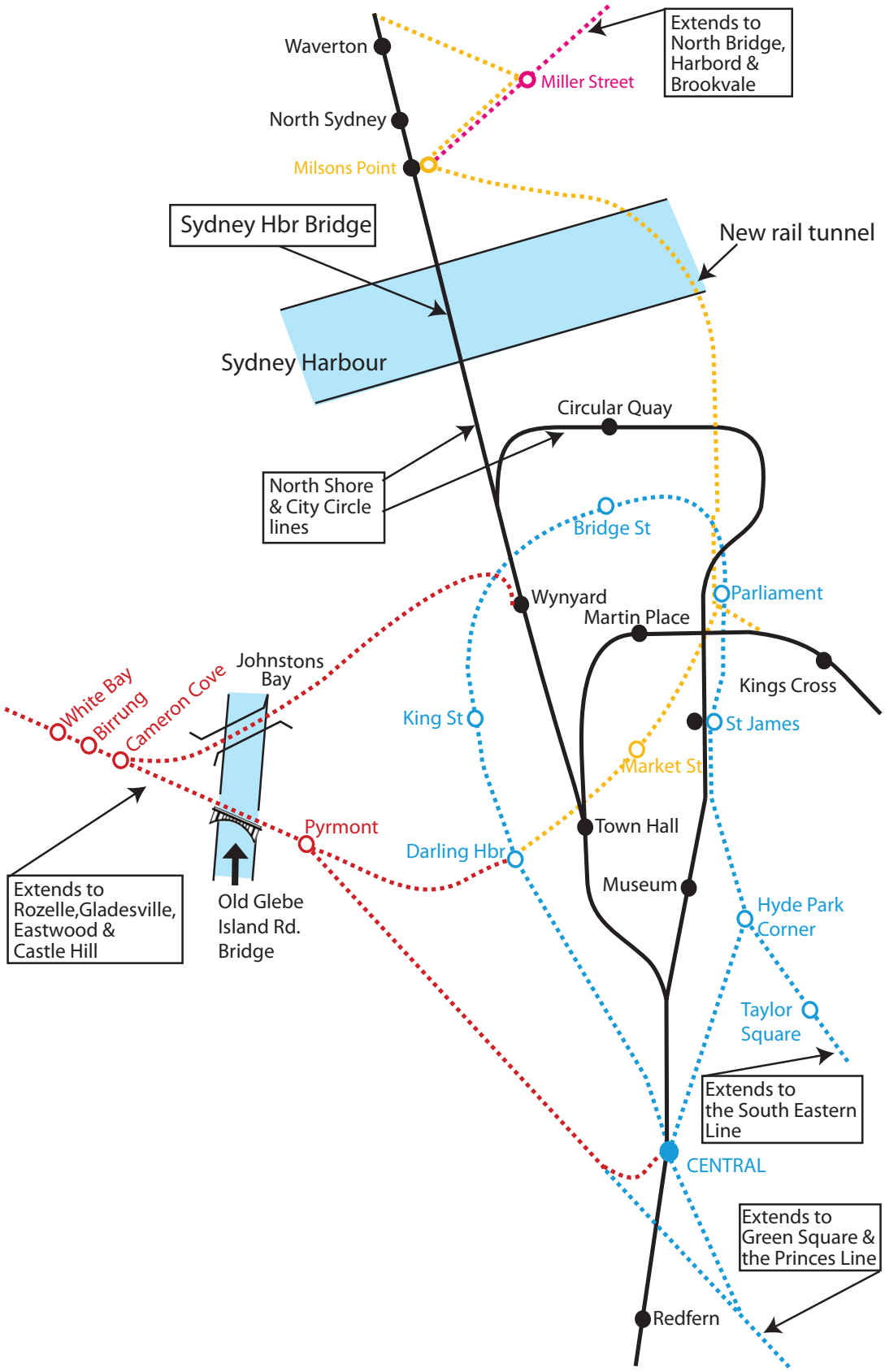
The Easy Access Policy also relates to stations with short platforms. There are many stations that have had short platforms for many years, however with an increasing demand and use of the railways the time has come to lengthen platforms at every station so trains can accommodate an 8 car set.
Among the lines with short platform stations are as follows:

- Blue Mountains
- Central Coast
- Hunter
- South Coast
- Southern Highlands

IMPROVE SYDNEY PUBLIC TRANSPORT (ISPUT) - Expansion of the Sydney Metropolitan Rail Network



IMPROVE SYDNEY PUBLIC TRANSPORT (ISPUT)
Expansion of the Sydney Metropolitan Rail Network
Sydney CBD Lines



SYDNEY CBD PLATFORMS

City Circle Line	
Central	27
Townhall	6
Wynyard	6
Circular Quay	2
St. James	4
Museum	2

Bradfield Line	
Central	27
Darling Harbour	4
King Sreet	2
Bridge Sreet	2
Parliament	4
St. James	4
Hyde Park Corner	4

North Shore Line Extension	
Miller Street	2
Milsons Point	4
Parliament	4
Market Street	2
Darling Harbour	4

Eastwood Line	
Wynyard	6
Darling Harbour	4

Line Key

- Bradfield line
- Brookvale line
- Eastwood line
- North Shore line Extension
- South Eastern line

Map Key

- Existing Station
- New station / platform
- Existing Rail line
- New Rail line
- Bridge
- Tunnel

18 January 2009

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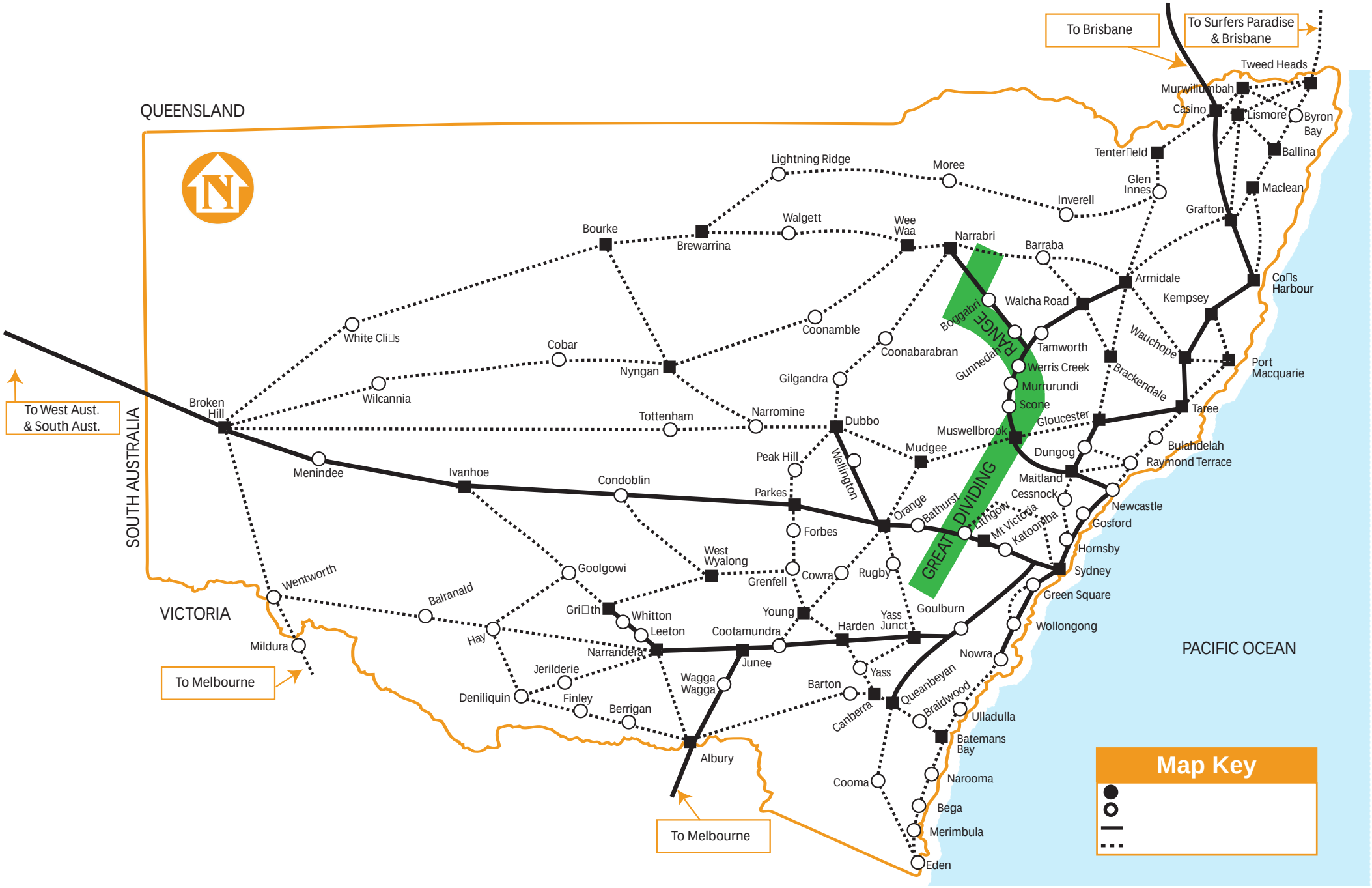
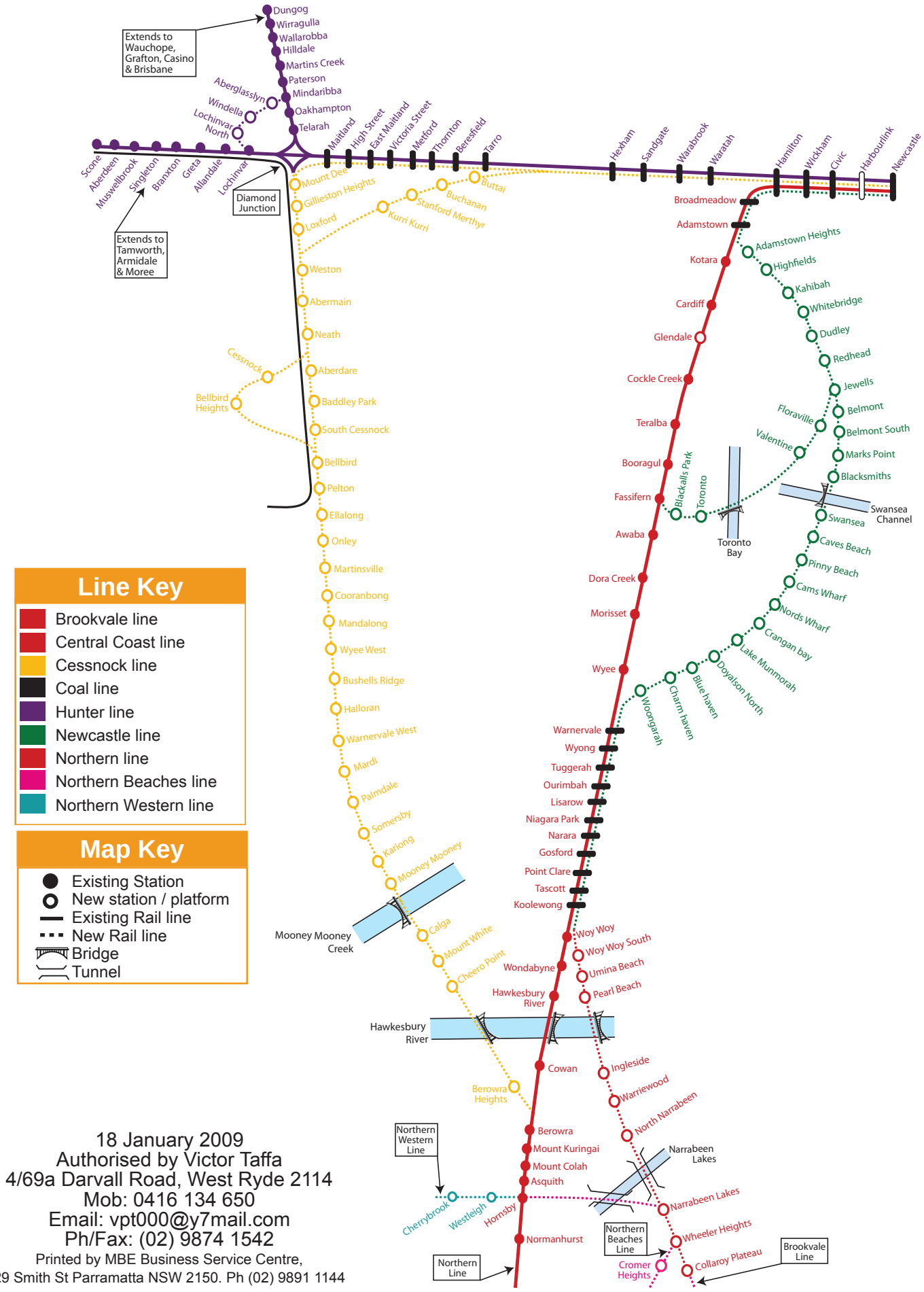
IMPROVE REGIONAL AND RURAL RAILWAYS

Expansion of New South Wales Railways



IMPROVE REGIONAL AND RURAL RAILWAYS

Hunter Lines



Line Key

- Brookvale line
- Central Coast line
- Cessnock line
- Coal line
- Hunter line
- Newcastle line
- Northern line
- Northern Beaches line
- Northern Western line

Map Key

- Existing Station
- New station / platform
- Existing Rail line
- New Rail line
- Bridge
- Tunnel

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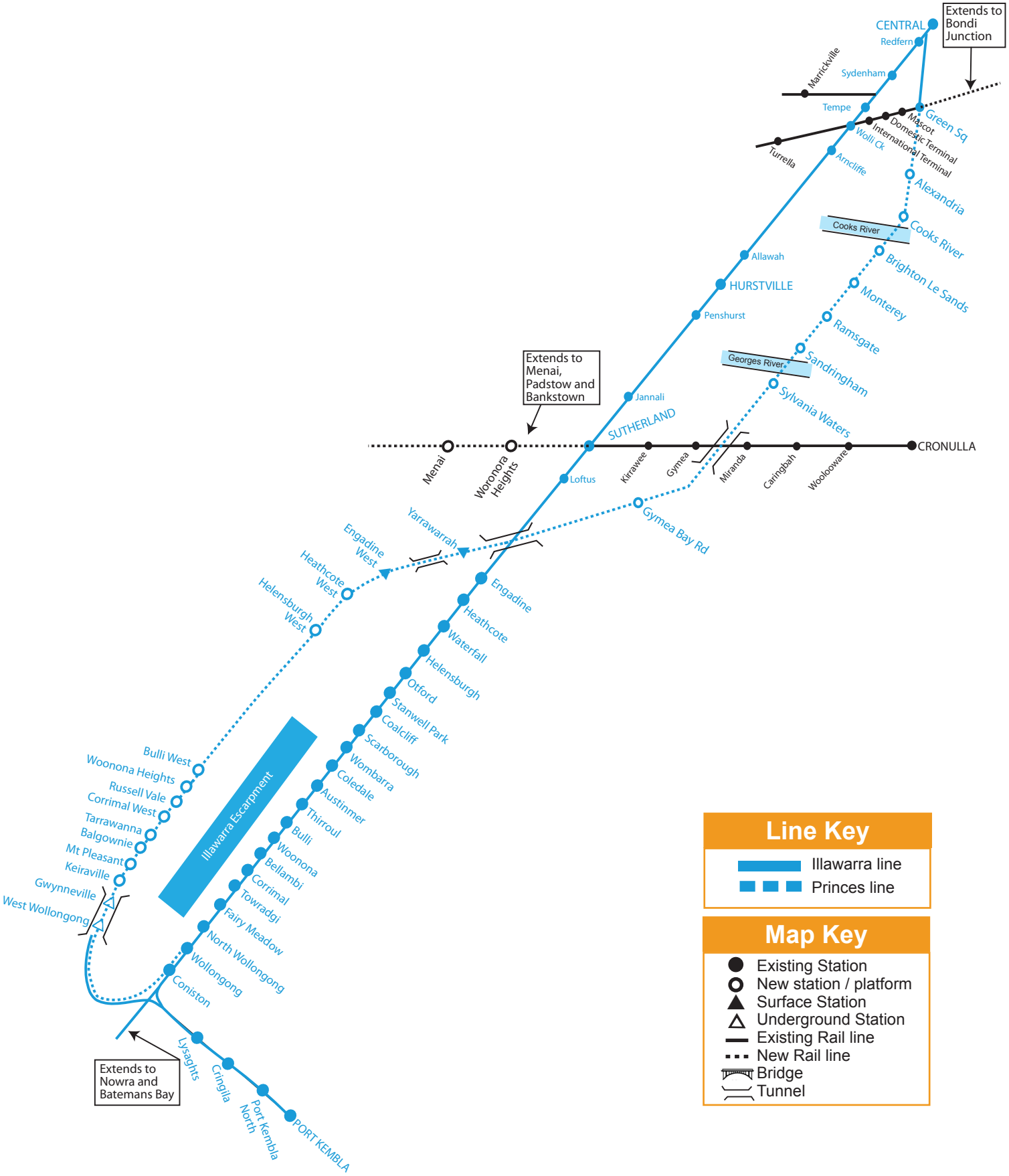
Illawarra Lines



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BANKSTOWN LINE EXTENSION:

The **Bankstown Line extension** includes the following stations:

Bankstown
Condell Park
Bankstown Airport
Chipping Norton
Warwick Farm Racecourse
Mount Prichard
Bonnyrigg
Green Valley
Cecil Hills
Cecil Park Junction
Cecil Park
Kemps Creek
Badgerys Creek
Change at
Cecil Park
for
Campbelltown Line

- The **Bankstown Line Extension** will link Bankstown with an expanded Bankstown airport, Warwick Farm Racecourse and an airport at Badgery's Creek if it were ever to be built.

- Kemps Creek would also be the location of a new rail depot.

- The **Bankstown Line Extension** would be the only proposed addition to the rail network, which would terminate at a locality. All other line proposals would either link to the existing rail lines or connect to another newly proposed line. The planned terminus to the Bankstown Line Extension would be Badgerys Creek and an extension beyond that is a long way into the future.

- The **Bankstown Line Extension** would commence from the Bankstown Line on the eastern side of Bankstown station .New underground platforms would be built at Bankstown.

- The **Bankstown Line Extension** would mostly underground, particularly at the intersection with the Southern, Carlingford, East Hills (Extension), Macarthur and Campbelltown Lines.

- The **Bankstown Line Extension** will have a 'Y' link at Cecil Park so as to allow trains to join the Campbelltown Line.

- Cecil Park Junction and Kemps Creek stations would be dual level interchange stations providing easy access with the Campbelltown and Macarthur Lines.

Increased employment opportunities:

The construction of the **Bankstown Line Extension** will provide residents with a new transport option and enable easier access to places of work from outlying suburbs.

Reduced Peak Hour Traffic congestion:

The **Bankstown line Extension** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

The **Bankstown Line Extension** will be on its own an extremely important improvement to the rail network generally.

BRADFIELD LINE:

The **Bradfield Line** includes the following stations:

Central
Darling Harbour
King Street
Bridge Street
Parliament
St James
Hyde Park Corner
Central
Change at Parliament
for
Eastern Suburbs Line
Change at
Hyde Park Corner
for
South Eastern Line
Change at
Darling Harbour
for
Eastwood Line
Hills Line

- The city of Sydney has changed a great deal since 1926 when the city railway first opened. Motor car ownership was limited; the vast bulk of the populace travelled by Tram and Darling Harbour was a very busy port for industry with very large freight rail yards. The trip across the harbour was by ferry, the 'coat hanger' was under construction.

- The city railway did not become a city circle line until 1956 when the Cahill Expressway and Circular Quay railway station opened. The 1960's saw motor car ownership universal, the Tramway network closed in 1961 and by the 1980's Darling Harbour was an industrial wasteland. Now there is not only a Harbour Bridge but also a Harbour Tunnel and Darling Harbour has been rejuvenated and brought alive.

- Each weekday between 7.30 and 9.00 a.m. 20,000 people arrive at CBD stations in a 15 minute period and each weekday between 4.00 and 6.00 p.m. 16,000 passengers depart in a 15 minute period. On weekdays between peak periods 5,000 passengers arrive and depart CBD stations in 15 minute periods. In comparison only 4,000 vehicles traverse east-west across central Sydney each morning peak hour.

- On the data available, Town Hall and Wynyard carry up to 19 trains per hour in peak period. Normal capacity is 21 trains per hour. To achieve an extension of platforms and augmentation of entry/exit points would be required. Based on this information, the current city circle railway has reached capacity.

- The existing rail network currently feeds virtually all rail services through Town Hall and Wynyard. This congestion restricts the capacity of all lines to increase service frequency.

- To enable the expansion of the rail network a new city railway is required. When the Parramatta-Chatswood line is opened, the congestion on the existing city circle line will only worsen.

- The new city railway would be named **The Bradfield Line** in honour of Dr Bradfield who designed and built the Sydney Harbour Bridge, existing city railway and most of the metropolitan rail network.

- **The Bradfield line** will utilise platforms 26 & 27 at Central and platforms 2 & 3 at St. James, which have never been used. Unused rail tunnels at Parliament, St.James and Whitlam Square would be incorporated into the Bradfield Line.

- **The Bradfield Line** would intersect at Darling Harbour with the Eastwood and North Shore lines. The Darling Harbour station would be a 4 platform twin island double level station with the platforms facing different directions.

- Parliament Station would also be a 4 platform twin island double level station so as to serve the Bradfield and North Shore lines. The platforms on both levels would however be placed in the same direction.

- Near Parliament and Darling Harbour stations, additional shunting and terminus sidings would be built.

Increased employment opportunities:

The construction of the **Bradfield line** will provide residents with a new transport option and enable easier access to places of work from outlying suburbs.

Reduced Peak Hour Traffic Congestion:

The Bradfield Line will reduce congestion on all CBD Streets and serve our great Olympic city better.

The Bradfield Line will be on its own an extremely important improvement to the rail network generally.

BROOKVALE LINE:

The **Brookvale Line** includes the following stations:

Milsons Point
Miller Street
Cammeray
North Bridge
Seaforth
Harbord
Brookvale
Dee Why
Collaroy
Collaroy Plateau
Wheeler Heights
Narrabeen Lakes
Change at
Narrabeen Lakes
for
Central Coast Line
Newcastle Line
Change at
Wheeler Heights
For
Northern Beaches Line
Change at
Milsons Point
For
North Shore Line
City Circle Line
Bradfield Line
Eastern Suburbs Line

- Originally planned in 1906, the **Brookvale line** is not a copy of but a revival for the need to provide a Railway to some of Sydney's most scenic places.
- Middle Harbour would not be visually impacted upon as the line would be underground for most of the route.
- This new line will connect Brookvale with the Sydney CBD and Narrabeen.
- Commuters will be able to change trains for Chatswood and Hornsby at Wheeler Heights.

- Long suffering residents of the beautiful Northern Beaches will be provided with a fast and efficient railway.
- Above and below ground operation of the line.

Increased employment opportunities:

The construction of the **Brookvale line** will provide residents with a new transport option and enable easier access to places of work from outlying suburbs.

Reduced Peak Hour Traffic congestion:

The **Brookvale Line** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

The **Brookvale Line** will be on its own an extremely important improvement to the rail network generally.

CAMPBELLTOWN LINE:

The **Campbelltown Line** includes the following stations:

St Marys
Oxley Park
Colyton
St Clair
Erskine Park
Kemps Creek
Kemps Creek Junction
Austral
Raby
Eagle Vale
Campbelltown
Change at
Erskine Park
for
Hills Line
Change at
Kemps Creek
for
Bankstown Line
Change at
Kemps Creek Junction
and
Raby
for
Macarthur Line

- The **Campbelltown Line** links the present needs of the rail network with the needs of the future.

- The **Campbelltown Line** will commence at Campbelltown and join the North-Western Line at St Marys and link with the Hills Line at Erskine Park. This would ease congestion on the Western Line thus allowing for an improvement to existing services.

- The **Campbelltown Line** will be both above and below ground.

- The **Campbelltown Line** will have shunting and terminating facilities at St Marys with new underground platforms provided at St Marys.

- Kemps Creek Junction station will be a dual level interchange station with the Macarthur Line.

- Kemps Creek station will be a dual level interchange station with the Bankstown Line Extension.

- Erskine Park station will be the Junction with the Hills Line and through and terminating services will be both catered for.

- The **Campbelltown Line** will have a 'Y' link at Kemps Creek so as to allow trains to join the Bankstown (Extension) Line.

Increased employment opportunities:

The construction of the **Campbelltown line** will provide residents with a new transport option and enable easier access to places of work from outlying suburbs.

Reduced Peak Hour Traffic congestion:

The **Campbelltown Line** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

The **Campbelltown Line** will be on its own an extremely important improvement to the rail network generally.

CARLINGFORD LINE EXTENSION:

The **Carlingford Line Extension** includes the following stations:

Epping
Carlingford
Telopea
Dundas
Rydalmere
Camelia
Parramatta
Mays Hill
South Wentworthville
Greystanes
Wetherill Park
Bossley Park
Abbotsbury
Bonnyrigg
Mount Prichard
Liverpool North
Liverpool
Change at
Rosehill Racecourse
for
Ermington Line
Change at
Parramatta
for
Carlingford Line
Western Line
Winston Hills Line
Change at
Greystanes
for
Richmond Line
Change at
Bossley Park
for
Macarthur Line
Change at
Liverpool North
for
Bankstown Line

- The **Carlingford Line Extension** will allow for commuters to travel to the city from Liverpool and save at least 15 minutes on the current journey.

- The **Carlingford Line Extension** will link at Parramatta with the Parramatta-Chatswood line with services then proceeding down the North Shore Line.

- The **Carlingford Line Extension** would also serve the East Hills, Bankstown and Macarthur Lines.

- The **Carlingford Line Extension** at Parramatta would connect directly with the new platforms for the Parramatta-Chatswood Line.

- Greystanes would be a dual level interchange station with the Richmond Line Extension.
- New underground platforms at Liverpool will provide for both terminating services and through services with the Southern Line.

Increased employment opportunities:

The construction of the **Carlingford line Extension** will provide residents with a new transport option and enable easier access to places of work from outlying suburbs.

Reduced Peak Hour Traffic congestion:

The **Carlingford Line Extension** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

The **Carlingford Line Extension** will be on its own an extremely important improvement to the rail network generally.

CRONULLA LINE EXTENSION:

The **Cronulla Line Extension** includes the following stations:

Bankstown
Canterbury Road
Padstow
Padstow South
Padstow Heights
Alfords Point
Menai
Woronora Heights
Sutherland
Change at
Bankstown
for
Bankstown Line
Change at
Padstow
for
East Hills Line
Change at
Sutherland
for
Illawarra Line

- The existing Cronulla Line was originally a tramway between Sutherland and Cronulla. The line was handed over to the railways in 1939. The line is currently single track between each station. Cronulla and Kirrawee stations are single platforms only.

- By linking the Cronulla Line with the Bankstown Line provides the Sutherland Shire with a vital new transport link with the rest of the rail network and eases congestion on the entire road network in this rapidly expanding area of Sydney.

- The **Cronulla Line Extension** also provides for better access to the Shire's beautiful beaches.

- The **Cronulla Line Extension** will allow for the existing line to be served by two continuous tracks instead of the current passing loop alignments.

- The **Cronulla Line Extension** will also require additional platforms to be built at Kirrawee and Cronulla stations.

- The **Cronulla Line Extension** will provide for new underground platforms at Bankstown and Sutherland stations to allow the new line to link into the existing lines. There would be an above/underground, diamond junction at Sutherland to enable trains to join the Illawarra and Cronulla Lines from any direction.

- Padstow station would be a dual level interchange station so as to provide easy access to both the Bankstown and Cronulla Lines. The new underground platforms at Padstow would be of a 2 twin island nature. This would allow for the middle platforms for through services and the two side platforms for terminating trains.

Increased employment opportunities:

The construction of the **Cronulla line Extension** will provide residents with a new transport option and enable easier access to places of work from outlying suburbs.

Reduced Peak Hour Traffic congestion:

The **Cronulla Line extension** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

The **Cronulla Line Extension** will be on its own an extremely important improvement to the rail network generally.

EAST HILLS LINE EXTENSION:

The **East Hills Line Extension** includes the following stations:

East Hills
Holsworthy
Glenfield Junction
Casula West
Prestons East
Hoxton Park
Hinchinbrook
Abbotsbury
Change at
Glenfield Junction
for
Southern Line
Change at
Bossley Park
for
Macarthur Line

- The East Hills Line was extended to the Southern Line in **1984.**
- The **East Hills Line Extension** will allow rail services to join the Carlingford and Macarthur Lines.
- The **East Hills Line Extension** will reduce congestion on the Southern Line and enables trains to return to the city via the Carlingford and North Shore Lines.
- Glenfield Junction will be a dual level interchange station. The **East Hills Line Extension** will run underneath the Southern Line
- Bossley Park will be the Junction with the Macarthur Line.
- The **East Hills Line Extension** will run underneath the Bankstown Line Extension

Increased employment opportunities:

The construction of the **East Hills line Extension** will provide residents with a new transport option and enable easier access to places of work from outlying suburbs.

Reduced peak Hour traffic congestion:

The **East Hills Line Extension** will reduce Peak Hour traffic congestion in the area and reinvigorate local communities.

The **East Hills Line Extension** will be on its own an extremely important improvement to the rail network generally.

EASTERN SUBURBS LINE EXTENSION:

The **Eastern Suburbs Line Extension** includes the following stations:

Kings Cross
Edgecliff
Woollahra
Bondi Junction
Charing Cross
Frenchmans Road
Randwick
Randwick Racecourse
University of NSW
Kensington
Green Square
Change at
Bondi Junction
for
South Eastern Line
Change at
Frenchmans Road
Change at
Randwick Racecourse
for
South Eastern Line
Change at
Green Square
for
Princes Line

'Putting the Junction back into Bondi'

- The history of the Eastern Suburbs Railway is as long and controversial as the construction of the Sydney Opera House. The present Eastern Suburbs Line took 100 years to construct at a cost of approximately $168 Million. There were proposals to extend an Eastern Suburbs Railway to Kingsford in the 1920's and to Mascot Airport as early as 1947.

- Woollahra was originally intended to also have a railway station. The intended location is an open section of the Eastern Suburbs Line and the construction of a station at Woollahra will be very simple and relatively inexpensive to build.

- Woollahra has an ageing population and a railway station will be of great value for people visiting older residents as much as for commuters going to work.

- The Railway to the Airport finally opened in **2000** prior to the Sydney Olympics.

- The new Airport Line is a great addition to the current rail network. Development will occur along the new route to ensure its long term viability. Coupled with the extension of the Eastern Suburbs Line to Bondi Beach the need to take the current railway through some of the more densely populated suburbs and link them to the airport will ensure that financial backers of these projects will certainly receive a return on their investment.

- The name of the current railway station Bondi Junction derived its name from the Tramway Junction where the Watson's Bay line and the Bondi Beach Lines joined. The extension of the Eastern Suburbs Railway Line to Bondi and an extension also to the Airport Line would once again make Bondi a true Junction.

- When the Railway to Bondi Junction opened in **1979**, there were many fears about the prospects of the demise of many bus services in the area. When the Eastern Suburbs Line is extended to the airport line, the same concerns will arise, however over time bus services will improve as a result of this line opening.

- The **Eastern Suburbs Line Extension** will include a railway station at Moore Park. Moore Park will service the Sydney Cricket Ground and Sydney Football Stadium. As with Olympic Park railway station Moore Park will be designed to suit the large movement of passengers to sporting events. Whereas Olympic Park is designed for passenger movements on either side of the carriage, the Eastern Suburbs Line Extension will not be a balloon loop line as with the Olympic Park line.

- Moore Park railway station would be required to move crowds from both the Sydney Cricket Ground and Sydney Football Stadium at the same time. The Sydney Cricket Ground now holds about 50,000 while the Sydney Football Stadium holds about 40,000 and if both grounds were full Moore Park railway station would need to clear approximately 75,000 people at the same time. Should there also be a large event at the Hordern Pavilion the crowds that would need to be moved will require a railway station capable of handling such large volumes of passengers.

- The station would be a twin island configuration and with the 4 platforms capable of holding 2 x 8 car sets in all 4 platforms. Historically speaking the nearby Randwick racecourse used to move crowds of 90,000 after the last race in 90 minutes. This was managed with the racecourse containing a tramway siding of the equivalent of a 6 platform railway station, complete with a footbridge.

- The **Eastern Suburbs Line Extension** will overcome the need to 'turn back' rail services at Bondi Junction and dramatically improve service and reliability on the Eastern Suburbs Line.

- The **Eastern Suburbs Line Extension** will allow for new bus services from Clovelly to service the new railway stations and operate for longer hours than current bus services.

- The cost of building the **Eastern Suburbs Line Extension** would be reduced with Bondi Junction and Green Square stations already in place.

Increased employment opportunities:

The construction of the **Eastern Suburbs line Extension** will provide residents with a new transport option and enable easier access to places of work from outlying suburbs.

Reduced Peak Hour Traffic Congestion:

The **Eastern Suburbs Line Extension** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

The **Eastern Suburbs Line extension** will be on its own an extremely important improvement to the rail network generally.

EASTWOOD LINE:

The **Eastwood Line** includes the following stations:

Darling Harbour
Pyrmont
Cameron Cove
Birrung
White Bay
Rozelle
Drummoyne
Russell Lea
Chiswick
Gladesville
Boronia Park
East Ryde
Quarry Road
Denistone East
Eastwood
Change at
Eastwood
for
Northern Line
Change at
Quarry Road
for
Ermington Line
Change at
Cameron Cove
for
City Circle Line
Change at
Darling Harbour
for
Bradfield Line

- The existing Northern Line services to the city have remained unchanged since the steam age. The travelling times or service frequency has not improved either. Following the closure of the tramway to Ryde in 1949, numerous promises regarding the Quadrupling of the Northern Line and construction of the county road have never eventuated. The Northern Line is used by Interstate, Interurban, Suburban and freight trains and then meets the Western Line at Strathfield. To rub salt into the wounds, officials have made announcements that once the Epping-Chatswood Line opens rail services from West Ryde to the city would be reduced.

- Clearly the rail service from Eastwood to the city is totally inadequate and unacceptable for the needs of the community.

- The **Eastwood Line** would not reduce or jeopardise existing State Transit Authority bus services. Patronage levels would fluctuate and new bus routes would be developed with the opening of the new railway line. The same concerns were expressed regarding Eastern Suburbs bus services prior to the opening of the Eastern Suburbs Railway in 1979. Those concerns proved to be unfounded.

- The **Eastwood Line** will enable XPT services from Orange and Bathurst to operate safely via the Lower Blue Mountains Line, Richmond Line, North Western Line and the Eastwood Lines.

- The **Eastwood Line** would commence from Darling Harbour station and also the country platforms at Central. This will enable XPT and Interurban services to use the line, thus relieving existing lines of congestion.

- The link from Central would be achieved with a flyover over the country lines, then proceeding onto the disused goods line reservation below Railway Square. The line would cross Ultimo Road and head underground in front of the light rail corridor and then link at Pyrmont before crossing the old Glebe Island Road Bridge and head underground again at White Bay. Pedestrians and cyclists would also use the old Glebe Island road bridge.

- The **Eastwood Line** would also have a direct connection with Wynyard and include stations at Birrung and Cameron Cove. Birrung and Cameron Cove would also be used for the light rail extension. As planned for in 1915 the line to Wynyard would depart from Platforms 1 & 2 although the line to Cameron Cove would operate via a tunnel under Johnstons Bay and emerge at the eastern end of White Bay. Wynyard Platforms 1 & 2 was tramway platforms from 1932 until 1958. Currently they are used as a carpark. The cars would be placed at Barrangaroo (the hungry mile) along with a new overseas shipping terminal, office space, parkland, taxi rank and general parking. The light rail extension from Central-Circular Quay would proceed along Sussex Street in front of the Barrangaroo development. Wynyard platforms 1 & 2 would also connect directly with the elevated Circular Quay railway station.

- Darling Harbour station and the new platforms at Eastwood would contain 2 twin island double level platforms facing in different directions. This is because Darling Harbour would serve the Bradfield, Eastwood and North Shore lines and Eastwood would serve the Eastwood, North-Western and Hills Lines. The new underground platforms would allow 2 platforms to be used for through trains and 2 platforms for terminating services.

- The **Eastwood Line** will contain a diamond junction at Eastwood to allow for direct connection with the Northern Line.

Increased employment opportunities:

The construction of the **Eastwood line** will provide residents with a new transport option and enable easier access to places of work from outlying suburbs.

Reduced Peak Hour Traffic Congestion:

The **Eastwood Line** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

The **Eastwood Line** will be on its own an extremely important improvement to the rail network generally.

ERMINGTON LINE:

The Ermington Line includes the following stations:

West Mead
Parramatta
Sandown
John Street
Ermington
Melrose Park
West Ryde
Top Ryde
Quarry Road
Change at
Parramatta
for
Carlingford Line
Western Line
Winston Hills Line
Change at
Sandown
for
Carlingford Line
Change at
West Ryde
for
Northern Line
Change at
Quarry Road
for
Eastwood Line

- The Ermington Line will extend from West Mead on the Western Line to Quarry Road on the Eastwood Line.
- The Ermington Line will ease congestion on the Western Line.
- The Ermington Line will intersect with the Northern Line at West Ryde with underground platforms.
- The Ermington Line will intersect with the Carlingford Line and include a 'diamond junction' thus allowing trains to operate in all directions.

- The ‘diamond junction’ will be used heavily when race meetings are held at Rosehill Racecourse.

- The goods line that used to have three industrial stations will be upgraded with a newly built station and named Sandown.

- Ermington station will serve the new housing estate near the Parramatta River.

Increased employment opportunities:

The construction of the **Ermington line** will provide residents with a new transport option and enable easier access to places of work from outlying suburbs.

Reduced Peak Hour Traffic Congestion:

The **Ermington Line** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

The **Ermington Line** will be on its own an extremely important improvement to the rail network generally.

HILLS LINE:

The **Hills Line** includes the following stations:

Eastwood
Epping West
North Carlingford
Castle Hill South
Castle Hill
Kellyville
Parklea
Quakers Hill
Rooty Hill
Rooty Hill South
Minchinbury
Erskine Park
Change at
Eastwood
for
Northern Line
Change at
Quakers Hill
for
Richmond Line
Change at
Rooty Hill
for
Western Line
Change at
Erskine Park
for
Campbelltown Line

- The **Hills Line** would provide the Hills area with a vitally needed railway line. Previous attempts to construct a railway to Castle Hill failed because of a lack of finance and the area was not sufficiently populated to sustain a railway.

- Without the construction of the **Hills Line**, the area will not have a public transport solution that is properly integrated with the rest of the Sydney metropolitan area. To simply construct a branch railway line from Epping to Castle Hill will not cater for future growth.

- To simply build an isolated tramway or bus service will ensure these services are not fully integrated with the rest of the transport network. Those other transport alternatives do not solve Sydney's Peak Hour traffic congestion. Only a new railway line linked to an established network can achieve this and be utilised to its maximum potential.

- New underground platforms at Eastwood, Quakers Hill and Rooty Hill will enable direct links with the Northern, Richmond and Western Lines. New shunting and terminating facilities would also be provided at Eastwood and Rooty Hill.

- Direct link at Rooty Hill will enable services from Campbelltown to Travel to the city via the Western Line. The Hills Line will also join the Campbelltown Line at Erskine Park.

Increased employment opportunities:

The construction of the **Hills line** will provide residents with a new transport option and enable easier access to places of work from outlying suburbs.

Reduced Peak Hour Traffic congestion:

The **Hills Line** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

The **Hills Line** will be on its own an extremely important improvement to the rail network generally.

LOWER BLUE MOUNTAINS LINE:

The **Lower Blue Mountains Line** includes the following stations:

Mount Victoria
Bilpin
Kurrajong
Richmond North
Richmond
Change at
Mount Victoria
for
Western Line

- The need for an alternative rail link through the Blue Mountains has been the dream of many for a long time. This idea was indeed raised when the Richmond Line was constructed in the 19th Century.

- The Granville, Glenbrook, Waterfall and Coalcliff rail disasters have highlighted the overwhelming need in the name of public safety to connect Mount Victoria with Richmond.

- The current Glenbrook line is narrow, windy and dangerous. To deny that would be irresponsible to say the least. To continue to do nothing means that the victims of the Granville, Glenbrook and Coalcliff rail disasters died in vain.

- The construction of the **Lower Blue Mountains Line** will not result in a reduction of services on the Glenbrook Line. Merely it will allow for a better frequency of service to the communities of the Blue Mountains and a safer journey for all.

- The construction of the **Lower Blue Mountains Line** would be utilised by trains with new clear-top carriages similar to the world famous Canadian Rockies train. The tourist potential of this new rail service in this world heritage listed area is enormous.

- The **Lower Blue Mountains Line** would commence just east of Mount Victoria Station and travel in a direct line to Bilpin. Other stations would be located at Bilpin, Kurrajong, Richmond North and Richmond. The new line would be on a high-level viaduct so as to provide the safest and straightest route possible, with great scenic views.

- To only provide three new stations on the line will ensure that the area is not overrun with development and environmental concerns are met.

- The existing Richmond station would probably be placed underground so as not to cut the Richmond Township in half. The new Richmond station would contain 2 twin island platforms.2 platforms would be for through services and 2 platforms for terminating services.

- The **Lower Blue Mountains Line** will enable XPT services from Orange and Bathurst to operate safely via the Lower Blue Mountains Line, Richmond Line, North Western Line and the Eastwood Lines thus by-passing the Glenbrook Line.

- The **Lower Blue Mountains Line** will also enable Indian Pacific services to operate via the Lower Blue Mountains Line, Richmond Line, Winston Hills Line and the Western Line thus by-passing the Glenbrook Line.

Increased employment opportunities:

The construction of the **Lower Blue Mountains Line** will provide residents with a new transport option and enable easier access to places of work from outlying suburbs.

Reduced Peak Hour Traffic congestion:

The **Lower Blue Mountains Line** will reduce Peak Hour traffic congestion on the existing road network in the local area and reinvigorate local communities.

The **Lower Blue Mountains Line** will be on its own an extremely important improvement to the rail network generally.

MACARTHUR LINE:

The **Macarthur Line** includes the following stations:

Parramatta
Mays Hill
South Wentworthville
Greystanes
Wetherill Park
Bossley Park
Cecil Park Junction
Kemps Creek Junction
Rossmore
Catherine Field
Oran Park
Harrington Park via
Mount Annan
Macarthur
Harrington Park via
Raby
Leppington
Edmondson Park
Glenfield

Change at
Parramatta
for
Carlingford Line
Western Line
Winston Hills Line
Change at
Greystanes
for
Richmond Line
Change at
Bossley Park
for
East Hills Line
Change at
Kemps Creek Junction
for
Campbelltown Line
Change at
Macarthur
for
Southern Line

- The **Macarthur Line** will reduce congestion on the Southern and Western Lines and allow for the improvement to existing services.

- Commuters from Macarthur will have the ability to travel to the city via the Carlingford and North Shore Lines or the Southern and East Hills Lines.

- The **Macarthur Line** will commence from the Southern Line and join the Carlingford Line at Bossley Park.

- The **Macarthur Line** will be both above and below ground.

- Kemps Creek Junction and Cecil Park Junction stations will be dual level interchange stations with the Campbelltown and Bankstown Lines.

- Greystanes would be a dual level interchange station with the Richmond Line Extension.

- Bossley Park would be the Junction with the East Hills Line Extension.

Increased employment opportunities:

The construction of the **Macarthur Line** will provide residents with a new transport option and enable easier access to places of work from outlying suburbs.

Reduced Peak Hour Traffic congestion:

The **Macarthur Line** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

The **Macarthur Line** will be on its own an extremely important improvement to the rail network generally.

NORTH SHORE LINE EXTENSION:

The **North Shore Line Extension** includes the following stations:

Wollstonecraft
Miller Street
Milsons Point
Parliament
Market Street
Darling Harbour
Change at
Miller Street
for
Brookvale Line
Change at
Parliament
for
Eastern Suburbs Line
City Circle Line
Change at
Darling Harbour
for
Eastwood Line
Hills Line

- Harbour Crossings have been the bane of transport planners in Sydney since 1788. The need for roads, railways or tramways to cross our waterways has always been of great importance since Sydney began as a colony. The debate regarding a Sydney Harbour crossing began long before the opening of the 'coat hanger' in 1932. Indeed ferry punts were used for cars and trams all over Sydney.

- Currently there are 12 lanes available to cars and buses to cross Sydney Harbour. In comparison there are only 2 tracks for trains to cross the Harbour. Originally there were 4 tracks on the Sydney Harbour Bridge, 2 were to be for the North Shore Railway and 2 were to be used for a Northern Beaches Railway.

- When the Epping to Chatswood rail line opens, the need for a new rail harbour crossing will intensify. The construction of a twin track, rail tunnel placed parallel, will allow the North Shore Line to handle increased patronage now and into the future.

- Parliament and Darling Harbour stations would both be 4 platform twin island double level stations with the platforms facing the same direction at Parliament and different directions at Darling Harbour station.

- Near Parliament and Darling Harbour stations, additional shunting and terminus sidings would be built.

Increased employment opportunities:

The construction of the **North Shore Line Extension** will provide residents with a new transport option and enable easier access to places of work from outlying suburbs.

Reduced Peak Hour Traffic congestion:

The **North Shore Line extension** will reduce peak hour traffic congestion on the existing road network in the area and reinvigorate local communities.

The **North Shore Line extension** will be on its own an extremely important improvement to the rail network generally.

NORTH WESTERN LINE:

The **North-Western Line** includes the following stations:

Hornsby via
Westleigh
Cherrybrook
Castle Hill North
Round Corner
Dural
Kenthurst
Annangrove
Rouse Hill
Box Hill
Riverstone
Schofields West
Marsden Park
Shalvey
Wilmot
Lethbridge Park
St Marys
Eastwood via
Epping West
North Carlingford
West Pennant Hills
Round Corner

Change at
Hornsby
for
Northern Beaches Line
Northern Line
Change at
Riverstone
for
Richmond Line
Change at
St Marys
for
Western Line
Campbelltown Line
Change at
Eastwood
for
Northern Line
Change at
North Carlingford
for
Hills Line

- The rapidly expanding area of Sydney in the North-West has been allowed to develop without the construction of a railway line. If this project is left much longer, there will be no land for an above ground railway and the cost of an entirely underground railway would be exorbitant.

- Previous attempts for a railway and tramway have failed. The Westmead-Castle Hill Tramway closed and the NSW Parliament voted against a proposed Eastwood-Seven Hills Railway in 1927.

- Any new proposed railway lines must be through lines and not merely branch lines. Where an area has rapid expansion such as the North-West, it would be very short-sighted to build only a branch line. To merely propose and build one railway line in a rapidly expanding area is also short-sighted planning. There have been too many short-sighted solutions to our transport problems for too long which have contributed to the traffic gridlock that Sydney has today.

- The **North-Western Line** along with the Eastwood Line will provide an extremely important link to one of Australia's fastest growing regions. The additional rail lines will alleviate the Western Line of much rail congestion and improve current rail services on that line.

- The different sections of the **North-Western Line** at Hornsby, Eastwood, Riverstone and St Marys will allow for existing rail services to improve by linking up with the Northern, Richmond and Western lines and maximise the opportunities to increase bus patronage with new rail feeder routes.

- The Riverstone-St Marys section of the **North-Western Line** would serve any new housing or industrial projects that will be constructed in the area. New bus routes will serve the new and existing railway stations as the need for increased public transport will be overwhelming.

- New underground platforms would be built at Eastwood, Hornsby, Riverstone and St Marys stations to cater for both through and terminating services.

- Riverstone would also be the location for a new rail depot.

- The **North-Western Line** will enable XPT services from Orange and Bathurst to operate safely via the Lower Blue Mountains Line, Richmond Line, North Western Line and the Eastwood Lines thus by-passing the Glenbrook Line.

Increased employment opportunities:

The construction of the **North Western Line** will provide residents with a new transport option and enable easier access to places of work from outlying suburbs.

Reduced Peak Hour Traffic congestion:

The **North-Western line** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

The **North-Western Line** will be on its own an extremely important improvement to the rail network generally.

NORTHERN BEACHES LINE:

The **Northern Beaches Line** includes the following stations:

Chatswood
Castle Cove
Roseville Chase
Forestville
Frenchs Forest
Oxford Falls
Cromer Heights
Wheeler Heights
Narrabeen Lakes
St Ives Showgrounds
St Ives Chase
North Wahroonga
Hornsby
Change at
Chatswood
for
North Shore Line
Carlingford Line
Change at
Wheeler Heights
for
Central Coast Line
Change at
Hornsby
for
Northern Line
North Western Line
North Shore Line

- The Northern Beaches area of Sydney has for many decades been on the drawing board for its own railway line. The population base has always been the official reason to put off the construction of a railway line. To simply construct a branch line to Brookvale would not be a viable proposition for a variety of reasons.

- The **Northern Beaches Line** would need to connect with the existing rail network in more than one place. This is because a through line as opposed to a branch line will ensure greater use of the line and allow for further extensions of the line.

- The line would be entirely underground so the proposed route would need to be below land ridges and have many feeder transport services to the new railway stations.

- The line would end at Hornsby, which would allow easy transfer to the Northern and North Shore Lines. To simply construct a branch line would not allow this to occur.

- The construction of a junction at Hornsby connecting the above ground Northern Line with the new underground Northern Beaches Line would also relieve congestion on the Northern Line.

- The **Northern Beaches Line** would connect with the North-Western Line at Hornsby.

- The **Northern beaches Line** at Chatswood would link directly with the Carlingford Line and a direct link with the North shore Line.

- New underground platforms would be built at Chatswood and Hornsby. Additional shunting and terminus facilities would also be provided at Chatswood and Hornsby.

Increased employment opportunities:

The construction of the **Northern Beaches Line** will provide residents with a new transport option and enable easier access to places of work from outlying suburbs.

Reduced Peak Hour Traffic Congestion:

The **Northern Beaches Line** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

The **Northern Beaches Line** will be on its own an extremely important improvement to the rail network generally.

NORTHERN LINE EXTENSION:

The **Northern Line Extension** includes the following stations:

Strathfield via
Barker Road
Strathfield South
Belfield
Belmore East
Lakemba South
Roselands
Beverley Hills
Hurstville
Strathfield via
Barker Road
Regents Park East
Birrong
Yagoona
Bankstown
Change at
Strathfield
for
Western Line
Change at
Belmore East
for
Bankstown Line
Change at
Beverley Hills
for
East Hills Line
Change at
Hurstville
for
Illawarra Line
Change at
Bankstown
for
Bankstown Line
Cronulla Line

- The need to extend the Northern Line is long overdue. Linking the Northern Line with the Illawarra and Bankstown Lines will provide a vital cross-suburban link and ease peak hour traffic congestion and enable existing rail services to be improved.

- The sections of the **Northern Line Extension** that used existing freight only track would be quadrupled.

- New underground platforms would be built at Strathfield with shunting and terminus facilities provided.

- Regents Park East, Strathfield South and Belfield would be new above ground stations on the existing freight only line.

- Bankstown would also have new underground platforms to cater for the Cronulla Line Extension. The existing Bankstown Line would be quadrupled to Birrong with new platforms provided at Birrong and Yagoona stations.

- Beverly Hills would be a dual level interchange station to allow easy access to the East Hills Line.

- The **Northern Line Extension** would end in the current above ground Hurstville station.

- Belmore East station would be a dual level interchange station to allow for easy access to the Bankstown Line.

Increased employment opportunities:

The construction of the **Northern Line Extension** will provide residents with a new transport option and enable easier access to places of work from outlying suburbs.

Reduced Peak Hour Traffic congestion:

The **Northern Line Extension** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

The **Northern Line Extension** will be on its own an extremely important improvement to the rail network generally.

PRINCES LINE:

The **Princes Line** includes the following stations:

Central
Green Square
Alexandria
Cooks River
Brighton Le Sands
Monterey
Ramsgate
Sandringham
Sylvania Waters
Gymea Bay Road
Yarrawarrah
Engadine West
Heathcote West
Helensburgh West
Bulli West
Woonona Heights
Russell Vale
Corrimal West
Tarrawanna
Balgownie
Mount Pleasant
Keiraville
Gwynneville
West Wollongong
Coniston
Wollongong
Change at
Green Square
for
Eastern Suburbs Line
Change at
Coniston
for
Illawarra Line

- The **Princes Line** follows an area set aside for the F6 Freeway.
- The **Princes Line** would run parallel with the Princes Highway, above and below ground.
- The **Princes Line** would link with the city circle and Eastern Suburbs Lines.
- The **Princes Line** would by-pass the heavily congested Sydenham Junction and ease congestion on the Illawarra Line between Hurstville and Sutherland.
- The **Princes Line** will cut travel times between the Cronulla Line and the city by 20 minutes.
- The **Princes line** would leave the Airport line at Green Square and join the Illawarra Line just south of Loftus station and beyond the Tramway museum.
- The **Princes Line** would contain a 'DIAMOND JUNCTION' so as to intersect with the South Eastern Line and allow trains to operate in all directions.
- The **Princes Line** will allow commuters from Wollongong easier access to the Sydney CBD.
- Sympathetic treatment of local wetland areas, along the route, of the **Princes Line**.
- Sympathetic treatment of local parks, along the route, of the **Princes Line**.

Increased employment opportunities:

The construction of the **Princes Line** will provide residents with a new transport option and enable easier access to places of work from outlying suburbs.

Reduced Peak Hour Traffic congestion:

The **Princes Line** will reduce peak hour traffic congestion on the existing road network in the area and reinvigorate local communities.

The **Princes Line** will be on its own an extremely important improvement to the rail network generally.

RICHMOND LINE EXTENSION:

The **Richmond Line Extension** includes the following stations:

Blacktown
Blacktown South
Prospect
Greystanes
Smithfield North
Smithfield
Fairfield Heights
Fairfield
Villawood
Change at
Blacktown
for
Western Line
Change at
Greystanes
for
Macarthur Line
Change at
Fairfield
for
Southern Line
Change at
Villawood
for
Bankstown Line

- The **Richmond Line Extension** will allow for existing Richmond Line services to improve and provide a vital direct link to the Inner West and Bankstown Lines at Villawood and the Southern Line at Fairfield.

- The **Richmond Line Extension** would run underground from Blacktown to Villawood. The line would emerge aboveground at Fairfield with a link onto the Southern line and at Villawood with the Inner West and Bankstown Lines. New underground platforms at Fairfield would enable trains to terminate as required.

- Greystanes station will be a dual level interchange station with the Macarthur Line.

- Fairfield station will be a dual level interchange station with the Southern Line. New underground platforms at Fairfield will cater for terminating services and through services with both the Southern, Inner West and Bankstown Lines.

- Villawood will connect the **Richmond Line Extension** with the Bankstown and Inner West Lines.

- The **Richmond Line Extension** at Blacktown would contain a diamond junction so trains could join the Western Line and thus maximise the number of peak hour services that could be operated.

- The **Richmond Line Extension** will enable XPT services from Orange and Bathurst to operate safely via the Lower Blue Mountains Line, Richmond Line and either terminate at Fairfield or Villawood or connect onto the Southern, Inner West or Bankstown Lines.

Increased employment opportunities:

The construction of the **Richmond Line Extension** will provide residents with a new transport option and enable easier access to places of work from outlying suburbs.

Reduced Peak Hour Traffic congestion:

The **Richmond Line Extension** will reduce Peak Hour traffic congestion on the existing road network and reinvigorate local communities.

The **Richmond Line Extension** will be on its own an extremely important improvement to the rail network generally.

SOUTH EASTERN LINE:

The **South Eastern Line** includes the following stations:

Bondi Junction
North Bondi
Bondi Beach
Bronte
Clovelly
Coogee
Kingsford
Maroubra
Matraville
Banksmeadow
Botany
Mascot South
Marrickville
Change at
Bondi Junction
for
Eastern Suburbs Line
Change at
Bronte
for
Frenchmans Road
Paddington
Taylor Square
Hyde Park Corner
Bradfield Line
Change at
Paddington
for
Moore Park
Change at
Mascot South
for
Princes Line
Change at
Marrickville
for
Bankstown Line

- The **South Eastern Line** was planned as part of Dr. John Bradfield's *'grand plan'* during the golden age of railway planning. The only railway line that eventually began operations was the Eastern Suburbs Line and this line opened in 1979 that was to go to Kingsford and was truncated to Bondi Junction. Bondi Junction railway station was named after the tramway junction outside the present station in Oxford Street, Bondi Junction.

- Connecting the Eastern Suburbs line with the Bankstown line via some of Sydney's favourite tourist destinations and easing pressure, improving reliability and frequency of the Illawarra line.

- Duplicate or Quadruple the Botany Freight corridor where necessary.

- Bondi Junction would once again become a true *'Junction'* with the construction of the **South Eastern line**.

- Above and below ground operation of the line.

- At the intersection of the South Eastern line and the Princes line, a 'DIAMOND JUNCTION' would be installed thus allowing trains to operate in all directions.

- The centre of Anzac Parade would be used in part with surface stations at Kingsford, Maroubra and Matraville. Should there be a loss of car parking, overhead parking areas would be provided to compensate for a reduction of existing car spaces.
- Banksmeadow, Botany and Mascot South would be surface stations.

- Marrickville would be upgraded to a four platform station.

Increased employment opportunities:
The construction of the **South Eastern Line** will provide residents with a new transport option and enable easier access to places of work from outlying suburbs.

Reduced Peak Hour Traffic congestion:

The **South Eastern Line** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

The **South Eastern Line** will be on its own an extremely important improvement to the rail network generally.

WINSTON HILLS LINE:

The **Winston Hills Line** includes the following stations:

Parramatta
North Parramatta
Northmead
Winston Hills
Baulkham Hills
Crestwood
Bella Vista
Parklea
Riverstone
Change at
Parramatta
for
Carlingford Line
Western Line
Change at
Parklea
for
Hills Line
Change at
Riverstone
for
Richmond Line

- The suburb of **Winston Hills** is named after British wartime Prime Minister Sir Winston Churchill.

- The **Winston Hills** area is long overdue for its own railway line. Expanding residential and commercial developments make it crucial to link the Winston Hills area into the existing rail network.

- The **Winston Hills Line** will enable the Indian Pacific to operate safely via the Lower Blue Mountains Line, Richmond Line, Winston Hills line and the Western Lines thus by-passing the Glenbrook line.

- The **Winston Hills Line** would utilise the new underground platforms at Parramatta and new underground platforms would be built at Riverstone.

- The **Winston Hills Line** would also have direct connections with the Carlingford, Western and Richmond Lines.

- Parklea station will be a dual level interchange station with the Hills Line.

Increased employment opportunities:

The construction of the **Winston Hills Line** will provide residents with a new transport option and enable easier access to places of work from outlying suburbs.

Reduced Peak Hour Traffic congestion:

The **Winston Hills Line** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

The **Winston Hills Line** will be on its own an extremely important improvement to the rail network generally.

ARMIDALE LINE EXTENSION:

The **Armidale Line** Extension includes the following stations:

Tenterfield
Bungulla
Deepwater
Dundee
Glen Innes
Glencoe
Liangothin
Guyra
Armidale via
Brackendale
Nowendoc
Upper Bowman
Copeland
Gloucester
Dungog
Raymond Terrace

- The **Armidale Line Extension** is not simply a reopening of the Railway to Tenterfield rather it connects Northern New South Wales to Raymond Terrace in the Hunter Valley and would be on both the existing alignment and a new direct straight route so as to produce a better service for commuters and tourists.

- The **Armidale Line Extension** and the existing line would be electrified and duplicated entirely.

- Concrete sleepers would be laid so as to reduce track expansion in times of extreme heat.

- Irrigation pipes would be laid along the line so as to channel waters into inland New South Wales and 'drought proof' our great state. This is particularly important in view of the floods in New South Wales and Queensland and bush fires in Victoria in 2009.

- All existing Railway stations would be upgraded to allow for platforms capable of servicing an eight car train as would all new railway stations.

- The heritage aspects of existing railway stations would be enhanced.

- This new line will connect Tenterfield with Glen Innes, Armidale, Gloucester and Raymond Terrace.

- Glen Innes, Armidale, Gloucester and Raymond Terrace would be Interchange stations and commuters and tourists will be able to change trains for the Broken Hill, Grenfell, Raymond Terrace, Whitton, Pacific and Northern lines with additional platforms built at Interchange stations for intersecting lines, through service and terminating trains.
- 'Diamond' and 'T' Junction and Grade separations would be constructed along the line.

Improved local transport services:

Where the **Armidale Line Extension** does not have a railway station local, Country Link coach services and Light Rail will be able to serve smaller towns and villages and this would result in improved transport for local communities.

Increased employment opportunities:

The construction of the **Armidale Line Extension** will provide residents with a new transport option and enable easier access to places of work from outlying towns.

Improved driving conditions:

The **Armidale Line Extension** will enable the New England and Oxley Highways to be safer to use and begin the end of the carnage on our country roads.

The **Armidale Line Extension** will improve the existing road network in the area and reinvigorate local communities.

The **Armidale Line Extension** will be on its own an extremely important improvement to the rail network generally.

BROKEN HILL LINE:

The **Broken Hill Line** includes the following stations:

Broken Hill
White Cliffs
Bourke
Brewarrina
Lightning Ridge
Moree
Inverell
Glen Innes
Tenterfield
Casino
Murwillumbah
Tweed Heads
Casino via
Lismore
Ballina
Brewarrina via
Walgett
Wee Waa
Narrabri
Barraba
Armidale
Wauchope
Port Macquarie
Broken Hill via
Wilcannia
Emmdale
Cobar
Boppy Mountain
Hermidale
Nyngan
Coonamble
Wee Waa
Narrabri
Barraba
Armidale
Wauchope
Port Macquarie

- The **Broken Hill Line** will open up the far north and west of New South Wales and allow for trains to join South Australia with Queensland and the North Coast of New Wales at Port Macquarie.

- Negotiations with the Queensland Government would begin to connect Tweed Heads to Brisbane's Roma Street station on a dual standard gauge line.

- The **Broken Hill Line** would diverge at four different points and there would be either a new alignment or a new route in a straight line so as to produce a better service for commuters and tourists.

- The **Broken Hill Line** and existing lines would be electrified and duplicated entirely.

- Concrete sleepers would be laid so as to reduce track expansion in times of extreme heat.

- Irrigation pipes would be laid along the line so as to channel waters into inland New South Wales and 'drought proof' our great state. This is particularly important in view of the floods in New South Wales and Queensland and bush fires in Victoria in 2009.

- All existing Railway stations would be upgraded to allow for platforms capable of servicing an eight car train as would all new railway stations. The heritage aspects of existing railway stations would be enhanced.

- This new line will connect Broken Hill with Bourke, Brewarrina, Nyngan, Moree, Narrabri, Glen Innes, Armidale, Port Macquarie, Tenterfield, Casino, Ballina and Tweed Heads.

- Broken Hill, Bourke, Brewarrina, Nyngan, Wee Waa, Glen Innes, Casino, Armidale, Ballina and Port Macquarie would be Interchange stations and commuters and tourists will be able to change trains for the Central Western, Grenfell, Narromine, Northern, Pacific, Raymond Terrace and Whitton lines with additional platforms built at Interchange stations for intersecting lines, through service and terminating trains.

- 'Diamond' and 'T' Junction and Grade separations would be constructed along the line.

Improved local transport services:

Where the **Broken Hill Line** does not have a railway station local, Country Link coach services and Light Rail will be able to serve smaller towns and villages and this would result in improved transport for local communities.

Increased employment opportunities:

The construction of the **Broken Hill Line** will provide residents with a new transport option and enable easier access to places of work from outlying towns.

Improved driving conditions:

The **Broken Hill Line** will enable the Barrier, Mitchell, Castlereagh, Gwydir, Newell, Bruxner, New England, Pacific and Oxley Highways to be safer to use and begin the end of the carnage on our country roads.

The **Broken Hill Line** will improve the existing road network in the area and reinvigorate local communities.

The **Broken Hill Line** will be on its own an extremely important improvement to the rail network generally.

CENTRAL COAST LINE:

The **Central Coast Line** includes the following stations:

Newcastle
Harbourlink
Civic
Wickham
Hamilton
Broadmeadow
Adamstown
Kotara
Cardiff
Glendale
Cockle Creek
Teralba
Booragul
Fassifern
Awaba
Dora Creek
Morrisset
Wyee
Warnervale
Wyong
Tuggerah
Ourimbah
Lisarow
Niagara Park
Narara
Gosford
Point Clare
Tascott
Koolewong
Woy Woy
Woy Woy South
Umina Beach
Pearl Beach
Ingleside
Warriewood
North Narrabeen
Narrabeen Lakes

Wheeler Heights
Cromer Heights
Oxford Falls
Frenchs Forest
Forestville
Roseville Chase
Castle Cove
Chatswood
Change at
Hamilton
for
Hunter Line
Cessnock Line
Change at
Adamstown
Fassifern
for
Newcastle Line
Change at
Woy Woy
for
Northern Line
Change at
Narrabeen Lakes
for
North Western Line
Change at
Wheeler Heights
for
Brookvale Line
Change at
Chatswood
for
North Shore Line
Carlingford Line

- The **Central Coast Line** will increase capacity for the existing Northern Line, reduce rail congestion and allow for rail services to operate during track work on other lines.
- Northern Line services at Woy Woy and Gosford during Peak Hour are experiencing increasing patronage and the **Central Coast Line** will ensure that rail services can handle population growth in Newcastle and the Central Coast into the future.

- The **Central Coast Line** will connect Newcastle to Sydney via the Northern Beaches and revives the planned railway by former Rail Coordinator-General Ron Christie that connects Woy Woy with Chatswood.
- The **Central Coast Line** will commence from the Newcastle CBD and also include new stations at Harbourlink and Glendale.
- Harbourlink Station will be located between Newcastle and Civic. Currently railway stations that service Newcastle are placed further apart than those in Sydney and with population and development increasing in Newcastle, Harbourlink Station will cater for this demand.
- Glendale will service a shopping centre development and is located between Cardiff and Cockle Creek on the Northern Line.
- Hamilton, Adamstown, Fassifern, Warnervale, Woy Woy, Narrabeen Lakes, Wheeler Heights and Chatswood would be Interchange stations and commuters and tourists will be able to change trains for the Hunter, Cessnock, Newcastle, Northern, North Western, Brookvale, North Shore and Carlingford Lines.
- 'Diamond' and 'T' Junction and Grade separations would be constructed along the line.
- The **Central Coast Line** and existing lines would be electrified and duplicated entirely.

- Concrete sleepers would be laid so as to reduce track expansion in times of extreme heat.

- Irrigation pipes would be laid along the line so as to channel waters into inland New South Wales and 'drought proof' our great state. This is particularly important in view of the floods in New South Wales and Queensland and bush fires in Victoria in 2009.

- All existing Railway stations would be upgraded to allow for platforms capable of servicing an eight car train as would all new railway stations.

- The heritage aspects of existing railway stations would be enhanced.

Improved local transport services:

Where the **Central Coast Line** does not have a railway station local, Country Link coach services and Light Rail will be able to serve smaller towns and villages and this would result in improved transport for local communities.

Increased employment opportunities:

The construction of the **Central Coast Line** will provide residents with a new transport option and enable easier access to places of work from outlying towns.

Improved driving conditions:

The Pacific Highway and the F3 will become safer to use as a result of the construction of the **Central Coast Line**. Whilst the F3 has been widened to 6 lanes in 2009, Newcastle and the Central Coast will require additional railway lines to accommodate an increasing population and within 6 years the F3 will have reached capacity.

The **Central Coast Line** will improve the existing road network in the area and reinvigorate local communities.

The **Central Coast Line** will be on its own an extremely important improvement to the rail network generally.

CENTRAL WESTERN LINE:

The **Central Western Line** includes the following stations:

Bourke
Byrock
Coolabah
Gilarmbone
Nyngan
Narromine
Dubbo
Geurie
Wellington
Orange
Rugby
Yass Junction
Yass
Murrumbateman
Canberra
Dubbo via
Peak Hill
Parkes
Forbes
Grenfell
Young
Harden
Yass
Canberra
Broken Hill via
Menindee
Darnick
Ivanhoe
Euabalong West
Condobolin
Lake Cargelligo
Tullibigeal
Ungarie
West Wyalong
Grenfell
Young
Harden
Yass
Canberra

Broken Hill via
Wilcannia
Emmdale
Cobar
Boppy Mountain
Hermidale
Nyngan
Narromine
Dubbo
Geurie
Wellington
Orange
Rugby
Yass Junction
Yass
Murrumbateman
Canberra

- The **Central Western Line** will open up the far north and west of New South Wales and allow for trains to join South Australia with Queensland and the North Coast of New Wales at Port Macquarie.

- The **Central Western Line** would diverge at four different points and there would be either a new alignment or a new route in a straight line so as to produce a better service for commuters and tourists.

- The **Central Western Line** and existing lines would be electrified and duplicated entirely.

- Concrete sleepers would be laid so as to reduce track expansion in times of extreme heat.

- Irrigation pipes would be laid along the line so as to channel waters into inland New South Wales and 'drought proof' our great state. This is particularly important in view of the floods in New South Wales and Queensland and bush fires in Victoria in 2009.

- All existing Railway stations would be upgraded to allow for platforms capable of servicing an eight car train as would all new railway stations.

- The heritage aspects of existing railway stations would be enhanced.

- Parkes, Dubbo, Orange, Yass Junction and Canberra would be upgraded to include additional full length platforms and a station roof to protect passengers from the elements similar to Calais or St. Pancras Railway Stations.

- This new line will connect Broken Hill with Cobar, Nyngan, Narromine, Dubbo, Orange, Yass, Yass Junction, Parkes, Forbes, Grenfell, West Wyalong, Harden and Canberra.

- Broken Hill, Nyngan, Narromine, Dubbo, Orange, Yass Junction, Canberra, Harden, Grenfell, Parkes, Young, and West Wyalong would be Interchange stations and commuters and tourists will be able to change trains for the Broken Hill, Narromine, Raymond Terrace, Riverina and Whitton lines with additional platforms built at Interchange stations for intersecting lines, through service and terminating trains.

Improved local transport services:

Where the **Central Western Line** does not have a railway station local, Country Link coach services and Light Rail will be able to serve smaller towns and villages and this would result in improved transport for local communities.

Increased employment opportunities:

The construction of the **Central Western Line** will provide residents with a new transport option and enable easier access to places of work from outlying towns.

Improved driving conditions:

The **Central Western Line** will enable the Barton, Newell, Mitchell, Mid Western, Barrier and Cobb Highways to be safer to use and begin the end of the carnage on our country roads.

The **Central Western Line** will improve the existing road network in the area and reinvigorate local communities.

The **Central Western Line** will be on its own an extremely important improvement to the rail network generally.

CESSNOCK LINE:

The **Cessnock Line** includes the following stations:

Newcastle
Harbourlink
Civic
Wickham
Hamilton
Waratah
Warabrook
Sandgate
Hexham
Tarro
Beresfield
Thornton
Metford
Victoria Street
East Maitland
High Street
Maitland
Mount Dee
Gillieston Heights
Loxford
Weston
Abermain
Neath
Aberdare
Baddley Park
South Cessnock
Bellbird
Pelton
Ellalong
Onley
Martinsville
Cooranbong
Mandalong
Wyee West
Bushells Ridge
Halloran
Warnervale West
Mardi
Palmdale
Somersby

Kariong
Mooney Mooney
Calga
Mount White
Cheero Point
Berowra Heights
Berowra
Hexham via
Buttai
Buchanan
Stanford Merthyr
Kurri Kurri
Neath via
Cessnock
Bellbird Heights
Change at
Maitland
for
Hunter Line
Change at
Berowra
for
Northern Line

- The **Cessnock Line** will provide for wine connoisseurs to visit the Hunter Valley wineries directly from Maitland, Newcastle and Sydney by train and not have the worry or inconvenience of arranging for someone to drive a car.
- The **Cessnock Line** will increase capacity for the existing Northern Line, reduce rail congestion and allow for rail services to operate during track work on other lines.
- Northern Line services at Woy Woy and Gosford during Peak Hour are experiencing increasing patronage and the Cessnock Line will ensure that rail services can handle population growth in the Hunter Valley into the future.
- The **Cessnock Line** will connect Maitland and Newcastle to the Northern Line at Cowan.
- The **Cessnock Line** and existing coal lines would be electrified and duplicated entirely. Existing coal train movements would not be interrupted.
- The **Cessnock Line** will commence from the Newcastle CBD and also operate via Kurri Kurri
- Harbourlink Station will be located between Newcastle and Civic. Currently railway stations that service Newcastle are placed further apart than those in Sydney and with population and development increasing in Newcastle, Harbourlink Station will cater for this demand.
- Concrete sleepers would be laid so as to reduce track expansion in times of extreme heat.

- The **Cessnock Line** and existing lines would be electrified and duplicated entirely.
- Irrigation pipes would be laid along the line so as to channel waters into inland New South Wales and 'drought proof' our great state. This is particularly important in view of the floods in Queensland and bush fires in Victoria both in 2009.
- All existing Railway stations would be upgraded to allow for platforms capable of servicing an eight car train as would all new railway stations.
- The heritage aspects of existing railway stations would be enhanced.
- Hamilton, Hexham, Maitland and Cowan would be Interchange stations and commuters and tourists will be able to change trains for the Hunter, Newcastle and Northern Lines.
- 'Diamond' and 'T' Junction and Grade separations would be constructed along the line.
- The Pacific Highway and the F3 will become safer to use as a result of the construction of the Central Coast Line. Whilst the F3 has been widened to 6 lanes in 2009, Newcastle and the Central Coast will require additional railway lines to accommodate an increasing population and within 6 years the F3 will have reached capacity.
- The proposed Branxton freeway would have a railway line separating the carriageways as is the case in Perth.

Improved local transport services:

Where the **Cessnock Line** does not have a railway station local, Country Link coach services and Light Rail will be able to serve smaller towns and villages and this would result in improved transport for local communities.

Increased employment opportunities:

The construction of the **Cessnock Line** will provide residents with a new transport option and enable easier access to places of work from outlying towns.

Improved driving conditions:

The Pacific Highway and the F3 will become safer to use as a result of the construction of the **Cessnock Line**. Whilst the F3 has been widened to 6 lanes in 2009, Newcastle and the Central Coast will require additional railway lines to accommodate an increasing population and within 6 years the F3 will have reached capacity.

The **Cessnock** will improve the existing road network in the area and reinvigorate local communities.

The **Cessnock Line** will be on its own an extremely important improvement to the rail network generally.

GRENFELL LINE:

The **Grenfell Line** includes the following stations:

Albury
Narrandera
Leeton
Whitton
Griffith
West Wyalong
Grenfell
Forbes
Parkes
Peak Hill
Dubbo
Gilgandra
Coonabarabran
Narrabri
Barraba
Walcha Road
Brackendale
Nowendoc
Gloucester
Dungog
Raymond Terrace

- The **Grenfell Line** is named after the famous Australian Henry Hertzberg Lawson. Henry Lawson was born at Grenfell in 1867 and died in 1922.

- The **Grenfell Line** will open up central New South Wales and allow for trains to connect from Albury and join the Hunter Valley of New Wales at Raymond Terrace.

- The **Grenfell Line** would be either a new alignment or a new route in a straight line so as to produce a better service for commuters and tourists.

- The **Grenfell Line** and existing lines would be electrified and duplicated entirely.

- Concrete sleepers would be laid so as to reduce track expansion in times of extreme heat.

- Irrigation pipes would be laid along the line so as to channel waters into inland New South Wales and 'drought proof' our great state. This is particularly important in view of the floods in New South Wales and Queensland and bush fires in Victoria in 2009.

- All existing Railway stations would be upgraded to allow for platforms capable of servicing an eight car train as would all new railway stations.

- The heritage aspects of existing railway stations would be enhanced.

- Parkes, Dubbo, Orange, Yass Junction and Canberra would be upgraded to include additional full length platforms and a station roof to protect passengers from the elements similar to world famous Calais or St. Pancras Railway Stations.

- This new line will connect Broken Hill with Cobar, Nyngan, Narromine, Dubbo, Orange, Yass, Yass Junction, Parkes, Forbes, Grenfell, West Wyalong, Harden and Canberra.

- Broken Hill, Nyngan, Narromine, Dubbo, Orange, Yass Junction, Canberra, Harden, Grenfell, Parkes, Young, and West Wyalong would be Interchange stations and commuters and tourists will be able to change trains for the Broken Hill, Narromine, Raymond Terrace, Riverina and Whitton lines with additional platforms built at Interchange stations for intersecting lines, through service and terminating trains.

- 'Diamond' and 'T' Junction and Grade separations would be constructed along the line.

Improved local transport services:

Where the **Grenfell Line** does not have a railway station local, Country Link coach services and Light Rail will be able to serve smaller towns and villages and this would result in improved transport for local communities.
Increased employment opportunities:

The construction of the **Grenfell Line** will provide residents with a new transport option and enable easier access to places of work from outlying towns.

The **Grenfell Line** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

Improved driving conditions:

The **Grenfell Line** will enable the Riverina, Sturt, Newell and New England Highways to be safer to use and begin the end of the carnage on our country roads.

The **Grenfell Line** will improve the existing road network in the area and reinvigorate local communities.

The **Grenfell Line** will be on its own an extremely important improvement to the rail network generally.

HUNTER LINE:

The **Hunter Line** includes the following stations:

Newcastle
Harbourlink
Civic
Wickham
Hamilton
Waratah
Warabrook
Sandgate
Hexham
Tarro
Beresfield
Thornton
Metford
Victoria Street
East Maitland
High Street
Maitland
Telarah
Oakhampton
Mindaribba
Paterson
Martins Creek
Hilldale
Wallarobba
Wirragulla
Dungog
Maitland via
Lochinvar
Allandale
Greta
Branxton
Singleton
Muswellbrook
Aberdeen
Scone
Lochinvar via
Lochinvar North
Windella
Aberglassyn

Change at
Hamilton
for
Central Coast Line
Newcastle Line
Change at
Maitland
for
Cessnock Line

- The **Hunter Line** will provide for wine connoisseurs to visit the Hunter Valley wineries directly from Newcastle and Sydney by train and not have the worry or inconvenience of arranging for someone to drive the a car.

- The **Hunter Line** will increase capacity for the existing Northern Line, reduce rail congestion and allow for rail services to operate during track work on other lines.

- Northern Line services at Woy Woy and Gosford during Peak Hour are experiencing increasing patronage and the construction of the Cessnock Line will ensure that rail services can handle population growth in the Hunter Valley into the future.

- The **Hunter Line** will connect Maitland and Newcastle to the Cessnock Line.

- The **Hunter Line** and existing coal lines would be electrified and duplicated entirely. Existing coal train movements would not be interrupted.

- The **Hunter Line** will commence from the Newcastle CBD and also include Aberglassyn.

- Singleton residents will experience increased passenger services.

- Harbourlink Station will be located between Newcastle and Civic. Currently railway stations that service Newcastle are placed further apart than those in Sydney and with population and development increasing in Newcastle, Harbourlink Station will cater for this demand.

- Concrete sleepers would be laid so as to reduce track expansion in times of extreme heat.

- Irrigation pipes would be laid along the line so as to channel waters into inland New South Wales and 'drought proof' our great state. This is particularly important in view of the floods in Queensland and bush fires in Victoria both in 2009.

- All existing Railway stations would be upgraded to allow for platforms capable of servicing an eight car train as would all new railway stations.

- The heritage aspects of existing railway stations would be enhanced.

- Hamilton, Hexham, Maitland and Mount Dee would be Interchange stations and commuters and tourists will be able to change trains for the Cessnock, Newcastle and Northern Lines.
- 'Diamond' and 'T' Junction and Grade separations would be constructed along the line.
- The proposed Branxton freeway would have a railway line separating the carriageways as is the case in Perth.
- 'Diamond' and 'T' Junction and Grade separations would be constructed along the line.

Improved local transport services:

Where the **Hunter Line** does not have a railway station local, Country Link coach services and Light Rail will be able to serve smaller towns and villages and this would result in improved transport for local communities.

Increased employment opportunities:

The construction of the **Hunter Line** will provide residents with a new transport option and enable easier access to places of work from outlying towns.

The **Hunter Line** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

Improved driving conditions:

The Pacific Highway and the F3 will become safer to use as a result of the construction of the Central Coast Line. Whilst the F3 has been widened to 6 lanes in 2009, Newcastle and the Central Coast will require additional railway lines to accommodate an increasing population and within 6 years the F3 will have reached capacity.

The **Hunter Line** will be on its own an extremely important improvement to the rail network generally.

ILLAWARRA LINE EXTENSION:

The **Illawarra Line Extension** includes the following stations:

Sydney via
Princes Line
Green Square
Alexandria
Cooks River
Brighton Le Sands
Monterey
Ramsgate
Sandringham
Sylvania Waters
Gymea Bay Road
Engadine
Heathcote
Waterfall
Helensburgh
Otford
Stanwell Park
Coalcliff
Austinmer
Thirroul
Bulli
Woonona
Bellambi
Corrimal
Towradgi
Fairy Meadow
North Wollongong
Wollongong
Coniston
Unanderra
Kembla Grange Racecourse
Dapto
Albion Park
Oak Flats
Shellharbour
Minnamurra
Bombo
Kiama
Gerringong

Berry
Nowra
Ulladulla
Batemans Bay via
Braidwood
Queanbeyan
Canberra
Barton

- The **Illawarra Line Extension** will provide the residents of the Illawarra and South Coast for a fast new rail service to Canberra.

- The **Illawarra Line Extension** would be either a new alignment or a new route in a straight line so as to produce a better service for commuters and tourists.

- The Illawarra Line from Sydney to Wollongong has had numerous rail accidents notably the Coalcliff and Waterfall accidents. The Illawarra Line would be reconstructed to provide a straight safe alignment and allow for a better service for commuters.

- The **Illawarra Line Extension** and existing lines would be electrified and duplicated entirely. The Illawarra Line between Hurstville and Wollongong would be quadrupled and connected to the newly constructed Princes Line.

- Travel times between Sydney and Canberra would be reduced to **1½ hours** and Sydney to Melbourne in **four hours**.

- The Line to Canberra would be extended to Albury and there would be a new railway station at Canberra named Barton after Australia's first Prime Minister.

- Concrete sleepers would be laid so as to reduce track expansion in times of extreme heat.

- Irrigation pipes would be laid along the line so as to channel waters into inland New South Wales and 'drought proof' our great state. This is particularly important in view of the floods in New South Wales and Queensland and bush fires in Victoria in 2009.

- All existing Railway stations would be upgraded to allow for platforms capable of servicing an eight car train as would all new railway stations. The heritage aspects of existing railway stations would be enhanced.

- Historic Braidwood would have a new railway station with a strong heritage design in its outlook.

- Canberra would be upgraded to include additional full length platforms and a station roof to protect passengers from the elements similar to world famous Calais or St. Pancras Railway Stations.

- This new line will connect Sydney, Wollongong, Nowra, Ulladulla, Batemans Bay, Braidwood, Queanbeyan, Canberra and Barton.

- Batemans Bay, Queanbeyan and Canberra would be Interchange stations and commuters and tourists will be able to change trains for the South Coast and Southern Line Extension with additional platforms built at Interchange stations for intersecting lines, through service and terminating trains.

- 'Diamond' and 'T' Junction and Grade separations would be constructed along the line.

Improved local transport services:

Where the **Illawarra Line Extension** does not have a railway station local, Country Link coach services and Light Rail will be able to serve smaller towns and villages and this would result in improved transport for local communities.

Increased employment opportunities:

The construction of the **Illawarra Line Extension** will provide residents with a new transport option and enable easier access to places of work from outlying towns.

The **Illawarra Line Extension** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

Improved driving conditions:

The **Illawarra Line Extension** will enable the Princes, Hume, Kings, Barton, Monaro and Snowy Mountains Highways to be safer to use and begin the end of the carnage on our country roads.

The **Illawarra Line Extension** will be on its own an extremely important improvement to the rail network generally.

NARROMINE LINE:

The **Narromine Line** includes the following stations:

Broken Hill
Tottenham
Narromine
Dubbo
Geurie
Wellington
Orange
Blayney
Bathurst
Lithgow
Mount Victoria via
Lower Blue Mountains Line
Bilpin
Kurrajong
Richmond North
Richmond
Blacktown
Fairfield
Villawood
Bankstown via
Marrickville
Sydney

- The **Narromine Line** is named after the town of Narromine. Narromine is 39 Km west of Dubbo and has a population of approximately 3500 people. William Charles Wentworth who along with Gregory Blaxland and William Lawson crossed the Blue Mountains in 1813 resided in Narromine as did such famous Australians as sprinter Melinda Gainsford-Taylor, cricketer Glenn McGrath and footballer David Gillespie.

- The **Narromine Line** will provide the residents of Broken Hill, Narromine, Dubbo, Orange and Bathurst with a fast new service to Sydney via the Lower Blue mountains line. The Western Line in the Lower Blue Mountains is narrow and windy and has had numerous rail accidents. The construction of the Lower Blue Mountains Line from Mount Victoria to Richmond will provide for a faster and safer railway for commuters and tourists and would operate on a straight high level viaduct and clear top carriages thus providing a straight safe alignment.

- The **Narromine Line** and existing lines would be electrified and duplicated entirely.

- Concrete sleepers would be laid so as to reduce track expansion in times of extreme heat.

- Irrigation pipes would be laid along the line so as to channel waters into inland New South Wales and 'drought proof' our great state. This is particularly important in view of the floods in New South Wales and Queensland and bush fires in Victoria in 2009.

- All existing Railway stations would be upgraded to allow for platforms capable of servicing an eight car train as would all new railway stations.

- The heritage aspects of existing railway stations would be enhanced.

- Broken Hill, Narromine, Dubbo and Orange would be upgraded to include additional full length platforms and a station roof to protect passengers from the elements similar to world famous Calais or St. Pancras Railway Stations.

- This new line will connect Broken Hill with Narromine, Dubbo, Orange, Bathurst, Mount Victoria, and Richmond to Sydney.

- Broken Hill, Narromine, Dubbo, Orange and Mount Victoria would be Interchange stations and commuters and tourists will be able to change trains for the Central western, Grenfell, Raymond Terrace, Riverina and Whitton Lines with additional platforms built at Interchange stations for intersecting lines, through service and terminating trains.

- 'Diamond' and 'T' Junction and Grade separations would be constructed along the line.

Improved local transport services:

Where the **Narromine Line** does not have a railway station local, Country link coach services and Light Rail will be able to serve smaller towns and villages and this would result in improved transport for local communities.

Increased employment opportunities:

The construction of the **Narromine Line** will provide residents with a new transport option and enable easier access to places of work from outlying towns.

Improved driving conditions:

The **Narromine Line** will enable the Barrier, Mitchell, Castlereagh and Great Western Highways will become safer to use and begin the end of the carnage on our country roads.

The **Narromine Line** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

The **Narromine Line** will be on its own an extremely important improvement to the rail network generally.

NEWCASTLE LINE:

The **Newcastle Line** includes the following stations:

Newcastle
Harbourlink
Civic
Wickham
Hamilton
Broadmeadow
Adamstown Heights
Highfields
Kahibah
Whitebridge
Dudley
Redhead
Jewells
Belmont
Belmont South
Marks Point
Blacksmith
Swansea
Caves Beach
Pinny Beach
Cams Wharf
Nords Wharf
Crangan Bay
Lake Munmorah
Doyalson North
Blue Haven
Charm Haven
Woongarah
Warnervale
Wyong
Tuggerah
Ourimbah
Lisarow
Niagara Park
Narara
Gosford
Point Clare
Tascott
Koolewong
Woy Woy

Jewells via
Floraville
Valentine
Toronto
Blackalls Park
Change at
Woy Woy
for
Northern Line
Central Coast Line
Northern Beaches Line
Brookvale Line

- The **Newcastle Line** will restore rail services to Toronto and Belmont and incorporate rail bridges across Toronto Bay and Swansea Channel.

- The railway corridor would also include the Fernleigh cycleway.

- The rail bridge across Toronto Bay would include foot access, a cycleway and there would be no provision for vehicular movements.

- The existing road bridge across Swansea Channel would be replaced with a new dual road and rail bridge.

- The wide Pacific Highway reserve that divides the Swansea shopping centre would incorporate the railway line.

- The **Newcastle Line** will increase capacity for the existing Northern Line, reduce rail congestion and allow for rail services to operate during track work on other lines.

- Northern Line services at Woy Woy and Gosford during Peak Hour are experiencing increasing patronage and the Newcastle Line will ensure that rail services can handle population growth into the future.

- Harbourlink Station will be located between Newcastle and Civic. Currently railway stations that service Newcastle are placed further apart than those in Sydney and with population and development increasing in Newcastle, Harbourlink Station will cater for this demand.

- Glendale will service a shopping centre development and is located between Cardiff and Cockle Creek on the Northern Line.

- Concrete sleepers would be laid so as to reduce track expansion in times of extreme heat.

- Irrigation pipes would be laid along the line so as to channel waters into inland New South Wales and 'drought proof' our great state. This is particularly important in view of the floods in Queensland and bush fires in Victoria both in 2009.

- All existing Railway stations would be upgraded to allow for platforms capable of servicing an eight car train as would all new railway stations. The heritage aspects of existing railway stations would be enhanced.

- Hamilton, Adamstown and Woy Woy would be Interchange stations and commuters and tourists will be able to change trains for the Hunter, Cessnock, Central Coast and Northern Lines.

- 'Diamond' and 'T' Junction and Grade separations would be constructed along the line.

Improved local transport services:

Where the **Newcastle Line** does not have a railway station local, Country Link coach services and Light Rail will be able to serve smaller towns and villages and this would result in improved transport for local communities.

Increased employment opportunities:

The construction of the **Newcastle Line** will provide residents with a new transport option and enable easier access to places of work from outlying towns.

Improved driving conditions:

The **Newcastle Line** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

The Pacific Highway and the F3 will become safer to use as a result of the construction of the Central Coast Line. Whilst the F3 has been widened to 6 lanes in 2009, Newcastle and the Central Coast will require additional railway lines to accommodate an increasing population and within 6 years the F3 will have reached capacity.

The **Newcastle Line** will be on its own an extremely important improvement to the rail network generally.

PACIFIC LINE:

The **Pacific Line** includes the following stations:

Tweed Heads
Brunswick Heads
Byron Bay
Ballina
Broadwater
Woodburn
Maclean
Tyndale
Pillar Valley
Grafton
Coffs Harbour
Sawtell
Urunga
Nambucca Heads
Macksville
Eungai
Kempsey
Wauchope
Port Macquarie
Kendall
Taree
Bulahdelah
Raymond Terrace
Maitland
Newcastle
Sydney
Tweed Heads via
Murwillumbah
Lismore
Grafton
Coffs Harbour
Sawtell
Urunga
Nambucca Heads
Macksville
Eungai
Kempsey
Wauchope
Port Macquarie

Kendall
Taree
Bulahdelah
Raymond Terrace
Maitland
Newcastle
Sydney
Armidale via
Brackendale
Nowendoc
Upper Bowman
Copeland
Gloucester
Dungog
Raymond Terrace
Maitland
Newcastle
Sydney
Armidale via
Uralla
Walcha Road
Kootingal
Tamworth
Werris Creek
Quirindi
Willow Tree
Murrurindi
Scone
Aberdeen
Muswellbrook
Singleton
Maitland
Newcastle
Sydney

- The **Pacific Line** will open up the far North Coast of New South Wales and allow for trains to operate from Broken Hill and South Australia with Queensland and the North Coast of New Wales at Port Macquarie, Taree and Raymond Terrace. Clear top carriages would be used on the Pacific Line.

- Negotiations with the Queensland Government would begin to connect Tweed Heads to Brisbane's Roma Street station on a dual standard gauge line.

- Travel times from Sydney to Brisbane would be reduced to four hours.

- The **Pacific Line** would diverge at five different points and there would be either a new alignment or a new route in a straight line so as to produce a better service for commuters and tourists.

- The **Pacific Line** and existing lines would be electrified and duplicated entirely.

- Concrete sleepers would be laid so as to reduce track expansion in times of extreme heat.

- Irrigation pipes would be laid along the line so as to channel waters into inland New South Wales and 'drought proof' our great state. This is particularly important in view of the floods in New South Wales and Queensland and bush fires in Victoria in 2009.

- All existing Railway stations would be upgraded to allow for platforms capable of servicing an eight car train as would all new railway stations.

- The heritage aspects of existing railway stations would be enhanced.

- This new line will connect Broken Hill with Glen Innes, Armidale, Grafton, Port Macquarie, Tenterfield, Casino, Ballina, Tweed Heads, Wauchope and Taree.

- Broken Hill, Bourke, Brewarrina, Nyngan, Wee Waa, Glen Innes, Murwillumbah, Lismore, Casino, Armidale, Ballina, Tweed heads, Grafton, Coffs Harbour, Kempsey, Gloucester, Walcha Road, Maitland, Wauchope, Port Macquarie, Taree and Raymond terrace would be Interchange stations and commuters and tourists will be able to change trains for the Armidale Line Extension, Broken Hill, Northern and Whitton lines with additional platforms built at Interchange stations for intersecting lines, through service and terminating trains.

- 'Diamond' and 'T' Junction and Grade separations would be constructed along the line.

Improved local transport services:

Where the **Pacific Line** does not have a railway station local, Country Link coach services and Light Rail will be able to serve smaller towns and villages and this would result in improved transport for local communities.

Increased employment opportunities:

The construction of the **Pacific Line** will provide residents with a new transport option and enable easier access to places of work from outlying towns.

Improved driving conditions:

The **Pacific Line** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

The **Pacific Line** will be on its own an extremely important improvement to the rail network generally.

The **Pacific Line** Pacific, Gwydir, Newell, Bruxner, New England and Oxley Highways will become safer to use and begin the end of the carnage on our country roads.

RAYMOND TERRACE LINE:

The **Raymond Terrace Line** includes the following stations:

Broken Hill
Tottenham
Narromine
Dubbo
Geurie
Mudgee
Ulan
Merriwa
Muswellbrook
Singleton
Maitland
Raymond Terrace
Albury via
Wagga
Junee
Cootamundra
Young
Cowra
Orange
Mudgee
Ulan
Merriwa
Muswellbrook
Singleton
Maitland
Raymond Terrace

- The **Raymond Terrace Line** will open up the far North, West and South of New South Wales and allow for trains to join South Australia and Victoria with the Hunter Valley of New Wales at Raymond Terrace.

- The **Raymond Terrace Line** would diverge at seven different points and there would be either a new alignment or a new route in a straight line so as to produce a better service for commuters and tourists.

- The **Raymond Terrace Line** and existing lines would be electrified and duplicated entirely.

- Concrete sleepers would be laid so as to reduce track expansion in times of extreme heat.

- Irrigation pipes would be laid along the line so as to channel waters into inland New South Wales and 'drought proof' our great state. This is particularly important in view of the floods in New South Wales and Queensland and bush fires in Victoria in 2009.

- All existing Railway stations would be upgraded to allow for platforms capable of servicing an eight car train as would all new railway stations.

- The heritage aspects of existing railway stations would be enhanced.

- This new line will connect Broken Hill with Narromine, Dubbo, Mudgee, Muswellbrook, Singleton, Maitland, Raymond Terrace and Albury, Wagga, Junee, Cootamundra, Young, Cowra and Orange.

- Broken Hill, Narromine, Dubbo, Mudgee, Muswellbrook, Raymond Terrace, Albury, Junee, Cootamundra, Young and Orange would be Interchange stations and commuters and tourists will be able to change trains for the Armidale Line Extension, Broken Hill, Central Western, Grenfell, Narromine, Pacific, Riverina and Whitton lines with additional platforms built at Interchange stations for intersecting lines, through service and terminating trains.

- 'Diamond' and 'T' Junction and Grade separations would be constructed along the line.

Improved local transport services:

Where the **Raymond Terrace Line** does not have a railway station local, Country Link coach services and Light Rail will be able to serve smaller towns and villages and this would result in improved transport for local communities.

Increased employment opportunities:

The construction of the **Raymond Terrace Line** will provide residents with a new transport option and enable easier access to places of work from outlying towns.

Improved driving conditions:

The **Raymond Terrace Line** will enable the Barrier, Mitchell, Castlereagh, Newell, Mid Western, Bruxner, New England, and Pacific Highways be safer to use and begin the end of the carnage on our country roads.

The **Raymond Terrace Line** will be on its own an extremely important improvement to the rail network generally.

RIVERINA LINE:

The **Riverina Line** includes the following stations:

Broken Hill
Menindee
Darnick
Ivanhoe
Goolgowi
Griffith
Whitton
Leeton
Narrandera
Albury
Broken Hill via
Wentworth
Balranald
Hay
Narrandera
Albury
Broken Hill via
Wentworth
Balranald
Hay
Deniliquin
Jerilderie
Narrandera
Albury
Broken Hill via
Wentworth
Balranald
Hay
Deniliquin
Finley
Berrigan
Albury

- The **Riverina Line** will open up Southern New South Wales and allow for trains to operate from South Australia to Victoria via Albury.

- The **Riverina Line** will see the restoration of Whitton as a commissioned railway station. Whitton Station was formerly on the Hay branch line and opened as Hulong in 1881 and renamed Whitton after the legendary Engineer-in-Chief of the New South Wales Railways John Whitton. The station was decommissioned some years ago. Whitton station would contain two full length platforms.

- The **Riverina Line** would be either a new alignment or a new route in a straight line so as to produce a better service for commuters and tourists.

- The **Riverina Line** and existing lines would be electrified and duplicated entirely.

- Concrete sleepers would be laid so as to reduce track expansion in times of extreme heat.

- Irrigation pipes would be laid along the line so as to channel waters into inland New South Wales and 'drought proof' our great state. This is particularly important in view of the floods in New South Wales and Queensland and bush fires in Victoria in 2009.

- All existing Railway stations would be upgraded to allow for platforms capable of servicing an eight car train as would all new railway stations.

- The heritage aspects of existing railway stations would be enhanced.

- Albury and Broken Hill would be upgraded to include additional full length platforms and a station roof to protect passengers from the elements similar to world famous Calais or St. Pancras Railway Stations.

- This new line will connect Broken Hill with Griffith, Narrandera and Albury.

- Broken Hill, Ivanhoe, Griffith, Narrandera and Albury would be Interchange stations and commuters and tourists will be able to change trains for the Broken Hill, Central Western, Grenfell, Narromine, Raymond Terrace, South Coast, Southern Line Extension and Whitton lines with additional platforms built at Interchange stations for intersecting lines, through service and terminating trains.

- 'Diamond' and 'T' Junction and Grade separations would be constructed along the line.

Improved local transport services:

Where the **Riverina Line** does not have a railway station local, Country link coach services and Light Rail will be able to serve smaller towns and villages and this would result in improved transport for local communities.

Increased employment opportunities:

The construction of the **Riverina Line** will provide residents with a new transport option and enable easier access to places of work from outlying towns.

Improved driving conditions:

The **Riverina Line** will enable the Barrier, Cobb, Sturt, Mid Western, Newell, Olympic and Hume Highways be safer to use and begin the end of the carnage on our country roads.

The **Riverina Line** will be on its own an extremely important improvement to the rail network generally.

SOUTH COAST LINE:

The **South Coast Line** includes the following stations:

Ulladulla
Batemans bay
Moruya
Narooma
Cobargo
Bega
Merimbula
Eden
Bombala
Nimmitabel
Cooma
Bredbo
Queanbeyan
Canberra
Barton
Tumut
Rosewood
Albury

- Cooma would see the restoration of a high frequency express service to Sydney, Canberra and Albury on a new track alignment.

- The **South Coast Line** will provide the residents of the Illawarra and South Coast a fast new rail service to Canberra and Albury.

- The Snowy Mountains will also benefit with an increase in tourism with the opening of the South Coast Line.

- Negotiations would commence with the Federal and Victorian Governments to connect Canberra to Victoria.

- The **South Coast Line** would be either a new alignment or a new route in a straight line so as to produce a better service for commuters and tourists.

- The Illawarra Line from Sydney to Wollongong has had numerous rail accidents notably the Coalcliff and waterfall accidents. The Illawarra Line would be reconstructed to provide a straight safe alignment and allow for a better service for commuters.

- The **South Coast Line** and existing lines would be electrified and duplicated entirely. The Illawarra Line between Hurstville and Wollongong would be quadrupled.

- Travel times between Sydney and Canberra would be reduced to **1½ hours** and Sydney to Melbourne in **four hours**.

- The Line to Canberra would be extended to Albury and there would be a new railway station at Canberra named Barton after Australia's first Prime Minister.

- Concrete sleepers would be laid so as to reduce track expansion in times of extreme heat.

- Irrigation pipes would be laid along the line so as to channel waters into inland New South Wales and 'drought proof' our great state. This is particularly important in view of the floods in New South Wales and Queensland and bush fires in Victoria in 2009.

- All existing Railway stations would be upgraded to allow for platforms capable of servicing an eight car train as would all new railway stations.

- The heritage aspects of existing railway stations would be enhanced.

- Albury and Canberra would be upgraded to include additional full length platforms and a station roof to protect passengers from the elements similar to world famous Calais or St. Pancras Railway Stations.

- This new line will connect Sydney, Wollongong, Nowra, Ulladulla, Batemans Bay, Moruya, Narooma, Bega, Merimbula, Eden, Cooma, Queanbeyan, Canberra, and Barton with Albury.

- Ulladulla, Batemans Bay, Queanbeyan and Canberra would be Interchange stations and commuters and tourists will be able to change trains for the Central Western, Grenfell, Illawarra Line Extension, Raymond Terrace, Riverina, Southern Line Extension and Whitton lines with additional platforms built at Interchange stations for intersecting lines, through service and terminating trains.

‘Diamond’ and ‘T’ Junction and Grade separations would be constructed along the line.

Improved local transport services:

Where the **South Coast Line** does not have a railway station local, Country Link coach services and Light Rail will be able to serve smaller towns and villages and this would result in improved transport for local communities.

Increased employment opportunities:

The construction of the **South Coast Line** will provide residents with a new transport option and enable easier access to places of work from outlying towns.

Improved driving conditions:

The **South Coast Line** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

The **South Coast Line** will enable the Princes, Hume, Barton, Monaro, Federal, Kings and Snowy Mountains Highways to be safer to use and begin the end of the carnage on our country roads.

The **South Coast Line** will be on its own an extremely important improvement to the rail network generally.

SOUTHERN LINE EXTENSION:

The **Southern Line Extension** includes the following stations:

Goulburn
Tarago
Bungendore
Queanbeyan
Canberra
Barton
Tumut
Rosewood
Albury

- The **Southern Line Extension** would see a high frequency express service to Sydney, Canberra and Albury on a new track alignment.

- The Snowy Mountains will also be benefited with an increase in tourism with the opening of the South Coast Line.

- Negotiations would commence with the Federal and Victorian Governments to connect Canberra to Victoria.

- The **Southern Line Extension** would be either a new alignment or a new route in a straight line so as to produce a better service for commuters and tourists.

- Travel times between Sydney and Canberra would be reduced to **1½ hours** and Sydney to Melbourne in **four hours**.

- The Line to Canberra would be extended to Albury and there would be a new railway station at Canberra named Barton after Australia's first Prime Minister.

- Concrete sleepers would be laid so as to reduce track expansion in times of extreme heat.

- Irrigation pipes would be laid along the line so as to channel waters into inland New South Wales and 'drought proof' our great state. This is particularly important in view of the floods in New South Wales and Queensland and bush fires in Victoria in 2009.

- All existing Railway stations would be upgraded to allow for platforms capable of servicing an eight car train as would all new railway stations.

- The heritage aspects of existing railway stations would be enhanced.

- Albury and Canberra would be upgraded to include additional full length platforms and a station roof to protect passengers from the elements similar to world famous Calais or St. Pancras Railway Stations.

- This new line will connect Sydney, Wollongong, Nowra, Ulladulla, Batemans Bay, Moruya, Narooma, Bega, Merimbula, Eden, Cooma, Queanbeyan, Canberra, and Barton with Albury.

- Goulburn, Queanbeyan, Canberra and Albury would be Interchange stations and commuters and tourists will be able to change trains for the Central Western, Grenfell, Illawarra Line Extension, Raymond Terrace, Riverina, South Coast and Whitton Lines with additional platforms built at Interchange stations for intersecting lines, through service and terminating trains.

'Diamond' and 'T' Junction and Grade separations would be constructed along the line.

Improved local transport services:

Where the **Southern Line Extension** does not have a railway station local, Country Link coach services and Light Rail will be able to serve smaller towns and villages and this would result in improved transport for local communities.

Increased employment opportunities:

The construction of the **Southern Line Extension** will provide residents with a new transport option and enable easier access to places of work from outlying towns.

Improved driving conditions:

The **Southern Line Extension** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

The **Southern Line Extension** will enable the Princes, Hume, Barton, Monaro, Federal, Kings and Snowy Mountains Highways to be safer to use and begin the end of the carnage on our country roads.

The **Southern Line Extension** will be on its own an extremely important improvement to the rail network generally.

WHITTON LINE:

The **Whitton Line** includes the following stations:

Albury
Narranderra
Leeton
Whitton
Griffith
West Wyalong
Grenfell
Forbes
Parkes
Peak Hill
Dubbo
Gilgandra
Coonabarabran
Narrabri
Barraba
Armidale
Wauchope
Port Macquarie

- As with the *Bradfield Line* which is named after *Dr. J.J. Bradfield* the *Whitton Line* is named after *John Whitton* the legendary Engineer-in-Chief of the New South Wales Railways. When he arrived in Sydney in 1857 there were 34 Km of Railway lines and upon retirement in 1890 there was 3538 Km of completed railway. He is acknowledged as the *'Father of the NSW Railways'*. John Whitton had to overcome opposition for horse drawn tramways which were favoured by the Governor Sir William Denison. John Whitton opposed this because it would be impossible to work the volume of freight envisaged. Whitton also ensured that New South Wales had the same rail gauge. He also had to contend with governments that only wanted to spend the minimum. Over time he won the battles to construct iron bridges and rails.

- The **Whitton Line** will see the restoration of Whitton as a commissioned railway station. Whitton Station was formerly on the Hay branch line and opened as Hulong in 1881 and renamed Whitton. The station was decommissioned some years ago. Whitton station would contain two full length platforms.

- The **Whitton Line** will open up Southern New South Wales and allow for trains to operate from Victoria to Port Macquarie via Albury, Dubbo and Narrabri.

- The **Whitton Line** would be either a new alignment or a new route in a straight line so as to produce a better service for commuters and tourists.

- The **Whitton Line** and existing lines would be electrified and duplicated entirely.

- Concrete sleepers would be laid so as to reduce track expansion in times of extreme heat.

- Irrigation pipes would be laid along the line so as to channel waters into inland New South Wales and 'drought proof' our great state. This is particularly important in view of the floods in New South Wales and Queensland and bush fires in Victoria in 2009.

- All existing Railway stations would be upgraded to allow for platforms capable of servicing an eight car train as would all new railway stations.

- The heritage aspects of existing railway stations would be enhanced.

- Albury and Dubbo would be upgraded to include additional full length platforms and a station roof to protect passengers from the elements similar to world famous Calais or St. Pancras Railway Stations.

- This new line will connect Albury with Narrandera, Leeton, Whitton, Griffith, West Wyalong, Grenfell, Dubbo, Narrabri, Armidale, Wauchope and Port Macquarie.

- Griffith, Narrandera, West Wyalong, Grenfell, Parkes, Dubbo, Narrabri, Armidale, Wauchope and Port Macquarie and Albury would be Interchange stations and commuters and tourists will be able to change trains for the Broken Hill, Central Western, Grenfell, Narromine, Northern, Pacific, Raymond Terrace, Riverina, South Coast and Southern Line Extension with additional platforms built at Interchange stations for intersecting lines, through service and terminating trains.

- 'Diamond' and 'T' Junction and Grade separations would be constructed along the line.

Improved local transport services:

Where the **Whitton Line** does not have a railway station local, Country Link coach services and Light Rail will be able to serve smaller towns and villages and this would result in improved transport for local communities.

Increased employment opportunities:

The construction of the **Whitton Line** will provide residents with a new transport option and enable easier access to places of work from outlying towns.

Improved driving conditions:

The **Whitton Line** will enable the Mid Western, Newell, Olympic, Oxley, New England, and Pacific Highways to be safer to use and begin the end of the carnage on our country roads.

The **Whitton Line** will reduce Peak Hour traffic congestion on the existing road network in the area and reinvigorate local communities.

The **Whitton Line** will be on its own an extremely important improvement to the rail network generally.

CONCLUSION:

- Expanding the current rail network rather than building a new network of metro lines is far more likely to reduce traffic congestion. These plans can be built into an existing network. One large disincentive to people commuting by public transport is because of the need to change to different modes of transport to complete one journey.

- Metro rail lines are a separate network and it is likely that they will not achieve the desired outcome sought by the State Government.

- Metro rail has a separate fare structure to that of Rail Corp and will be more expensive for commuters to use.

- Metro rail does not have drivers or guards.

- Metro Rail has minimal seating thus making it impractical for the elderly or disabled to use.

- If the emphasis is for Metro over the existing network, what do current or future Governments propose we do to it?

- Bus Transit ways are limited in their potential as commuters prefer not to use more than one mode of transport where ever possible.

- Bus Lanes are a limited measure as they are still affected by varying traffic conditions.

- An expanded rail network has its own dedicated tracks and link into the current rail network seamlessly.

- New Railway lines will lead to a boom in construction and housing.

- Yes, we need to maintain our AAA credit rating however Railway expansion will bring to the State economy investment, employment growth and new Infrastructure.

- These plans can become a reality over a 30 year period and not simply dispensed with by the usual 'suspects'. These plans are not a 'quick fix' and nor is there an attempt to pretend them to be. To ridicule them or the writer with bandaid solutions will not make the long term problem go away.

- The existing rail network was built when car ownership was not universal. Today car ownership is universal and the easing of Peak Hour traffic congestion is dependent upon what some might call 'nineteenth century technology'.

- If we do not wish to expand the rail network, then how will existing services improve?

- If we do not wish to expand the rail network, then how will we make existing services safer?

- If we do not wish to expand the rail network, then how will we transport an expanding population in the numbers that the railways does?

- Once upon a time, the tram and then the bus used to 'meet the train'. The horse drawn carriage used to 'meet the train'. Indeed the power of a car is expressed in 'horse power'.

- If we do not wish to expand the rail network, then why don't we simply close down the current rail network and concrete the tracks and make them roads? After all, that is what we did that with the Sydney Tram network!

- Simply put, these plans are an attempt to seriously tackle our Peak Hour traffic congestion and the effect it has on our quality of life. Our city and the wider Metropolitan area of Sydney will not be able to function effectively unless we address Peak Hour traffic congestion and the effect that it has on our quality of life.

- Commuters will continue to use Public Transport, particularly as petrol reaches $2.00 or $2.50 per litre soon. Petrol pricing discounts are also a short term measure. That is largely because Oil is a finite resource, with countries such as China and India consuming more petrol in a month than Australia uses in a year.

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Source: personal research and information gathered over many years.