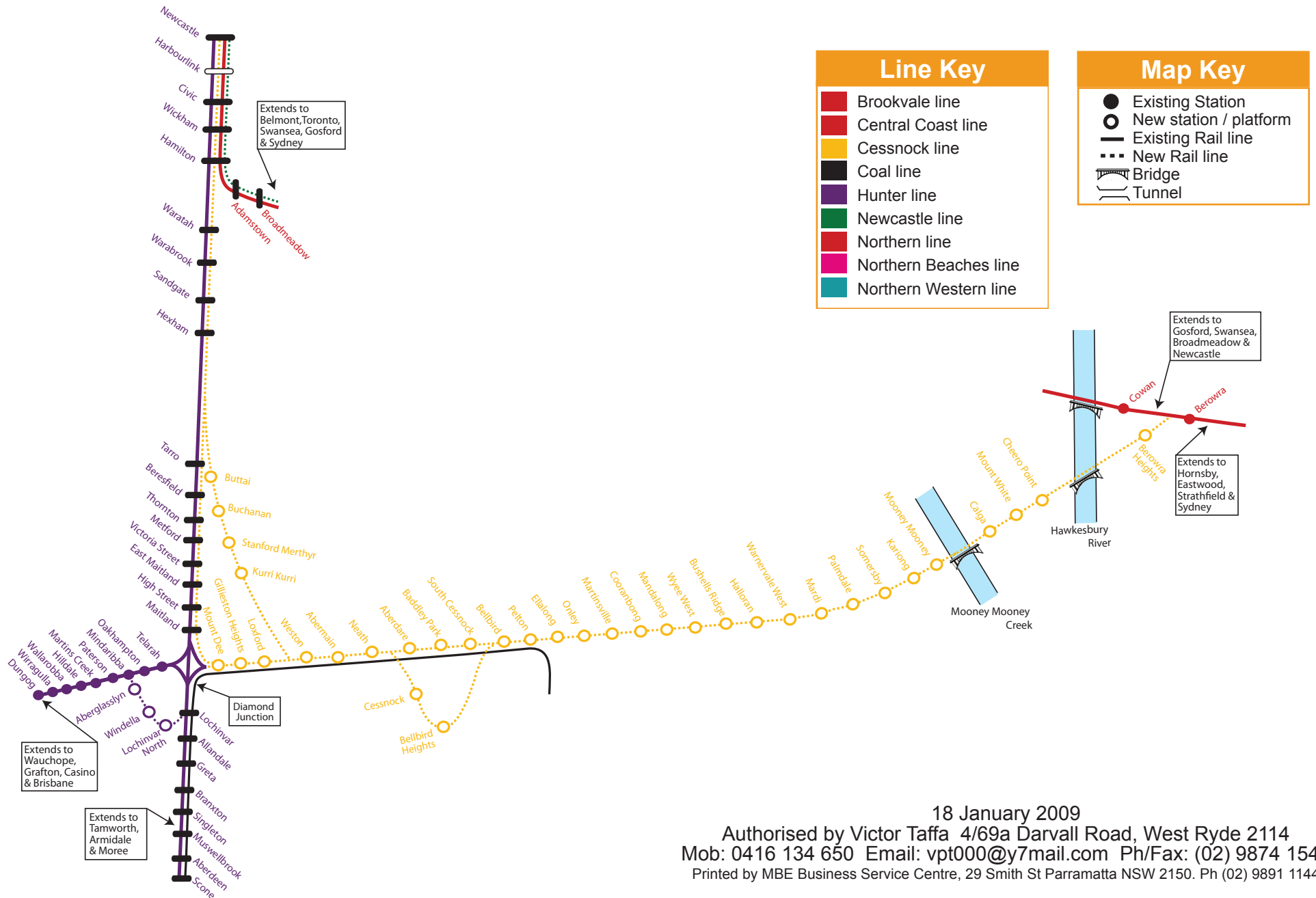


IMPROVE REGIONAL AND RURAL RAILWAYS

Cessnock Line



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Community Benefits and Concerns

- 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.
- 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 car, taxi, bus and coach industries will not be adversely affected by the construction of the Cessnock 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 could have a railway line separating the carriageways as is the case in Perth.
- Road fatalities will be reduced and as a result car insurance premiums will fall.
- Truck drivers and couriers will be able to deliver goods more easily.
- Introduction of a multi-modal charge card for train, bus and ferry travel similar to the E-Toll account or Cab charge card.
- Enable commuters to purchase train, bus and ferry tickets on the internet.
- Separation of railway line planning from urban planning.
- Financing of this railway will come from public, private and **RAILWAY BONDS**.

Cessnock Line

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
Wye 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