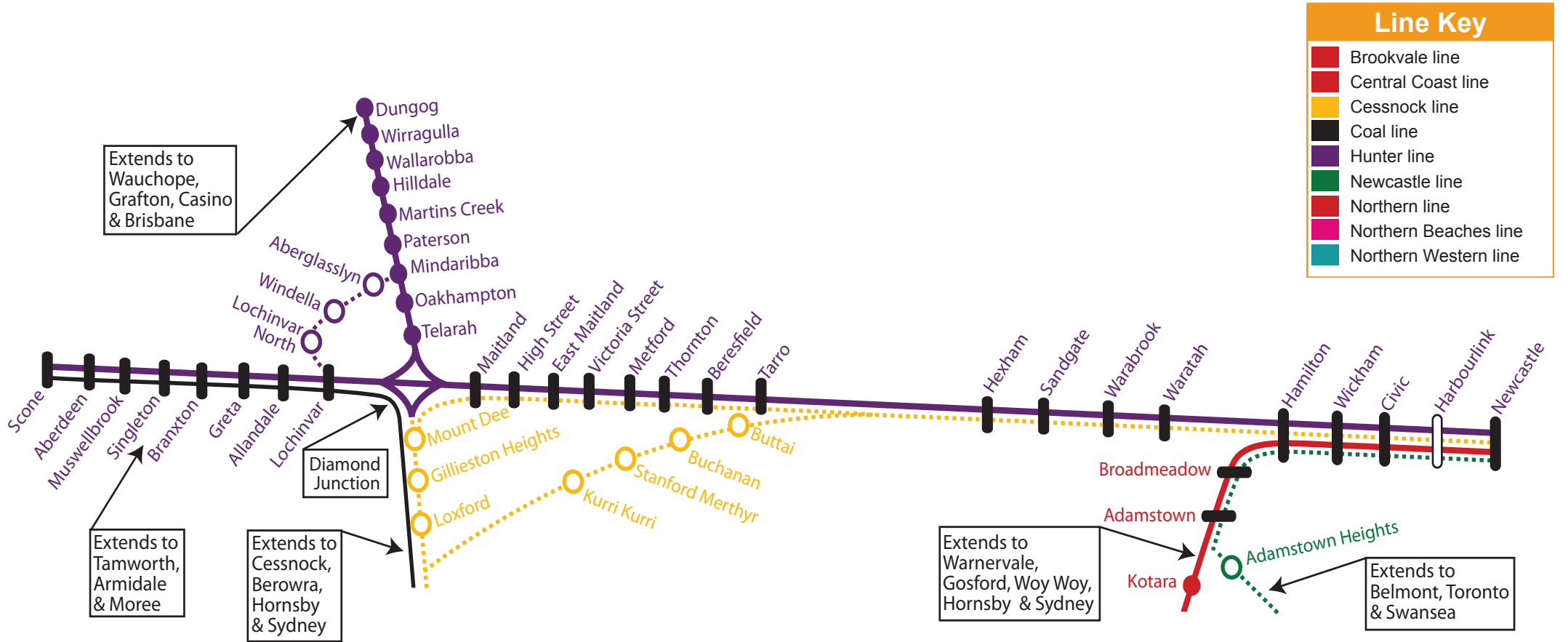


# IMPROVE REGIONAL AND RURAL RAILWAYS

## Hunter Line



**Map Key**

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

# IMPROVE REGIONAL AND RURAL RAILWAYS

## Hunter Line

### Community Benefits and Concerns

- 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 car, taxi, bus and coach industries will not be adversely affected by the construction of the Hunter 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**.

### Hunter Line

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**