

## INLAND RAIL'S NARROMINE BY PASS

Having completely disregarding 10 years of their own research, planning and against their own consultants' recommendations, ARTC suddenly, within a few weeks, and with no consultation with the affected property owners, swapped the Inland Rail from passing west of Narromine to passing east of Narromine. The general feeling amongst affected residents is that this was done quickly to appease a 3<sup>rd</sup> party who didn't want it near their property.

This little detour will add well over a Billion dollars to its cost.

The decision now requires

- ◆ 2 extra **road over rail** bridges. One to cross from West to East of Narromine over the Narromine - Tomingley road, and then, a few km up the track, another one to cross back again over Eumungerie road to get back on the Western side of Narromine where would have been in the first place. Both roads form the Newell Highways heavy vehicle Dubbo by pass
- ◆ An 6-7 Km structure to cross over the Backwater Cowl, then cross over the Sappa Bulga mountain range's flood plain, that they have admitted they didn't know about, and then go up in the air with a **rail over road** bridge to cross over the top of a major Narromine arterial road (Webb Siding road).
- ◆ Stay up for another 500 meters then a **rail over rail bridge** to cross over the top of the Dubbo - Cobar rail line.
- ◆ Stay up for another 800 meters with then a **rail over road bridge** to cross over the top of the Mitchell highway.
- ◆ Gradually come down over the next 1 ½ Km then a **rail over water bridge** to cross over the Macquarie river.

These structures will have to add well over a 1 BILLION dollars to this little exercise (the 2 **road over rail** bridges will be over \$100 million each)

ARTC and Federal Govt. are not interested, won't discuss it, and obviously don't care.

**why?**

## KEEP INLAND RAIL ON EXISTING TRACKS

ARTC and the Federal Government, steadfastly refuse to consider using the existing Dubbo to Coonamble rail track.

The incredulous reason given to property owners meeting at Gilgandra and to the Senate Estimate hearing was that it can be cheaper to build GREENFIELD (new track) than upgrade BROWNFIELD (existing track) (*new yuppy talk*)

Greenfield requires

- A few years of planning.
- Various surveys
- Acquisition of the land and all its issues.
- Construction of service roads on both sides of the corridor.
- Access roads to the various sites.
- Earth works to provide a flat solid base, plus filling in depressions and cuttings through high ground.
- Installing culverts and bridging over water ways and roads.
- Ballast, sleepers and rail.
- Signalling equipment.
- A plethora of other requirements

However, ARTC are a bit shy of providing any details to justify this amazing statement. Although they are promoting the massive upgrade of part of the Parkes Narromine rail line near Peak Hill in their July newsletter. This upgrade involved completely removing all of the existing line. Then massive earth works to its foot print and installing new ballast, sleepers, rail, culverts etc. I wonder how much this 5.2 km. cost?

Recently, at the Narromine Community Consultative Committee ARTC disclosed that 100 km of track from Coonamble to Gilgandra has already been upgraded to carry rail wagons, the same requirement for Inland Rail.

If there are Quote: “few savings to be made in seeking to upgrade an existing low volume line” why are ARTC promoting a Quote: “**Key Milestone Rail Installation**” in their July Newsletter in the massive upgrade of the Peak Hill to Tomingley Line, (costs not declared)

They also said that using the Coonamble line is  
40Km longer

Adds 24 minutes to the time

Costs an additional \$56 million

Requires 35 additional level crossings, 3 additional road rail separations and 13 more water crossings.

18 more houses impacted by noise

## ALTERNATIVE ROUTE FOR INLAND RAIL.

A straight line (*one of ARTC requirements for route selection*) from Narrabri to Parkes, Forbes, West Wyalong, goes through Dubbo and close to Tomingley not through Narromine which lies to the north west of Parkes whereas Narrabri is north east.

Therefore, a viable alternate route would be.

- Basically, a straight line from Tomingley to Dubbo along the Newell Highways 200-meter corridor (minimal effect of property owners).
- A bypass around Dubbo using the side of the airport and industrial areas, then join the **existing Dubbo – Coonamble rail line**.
- Coonamble to Narrabri travelling around the Western edge of the Pilliga Nation Park. (again, minimal effect of property owners).

From Tomingley to about 15 km out of Dubbo is approx. 40 km.

Plus 20 to 30 km. for a Dubbo bypass, that's 60 to 70 km. of new track.

Then 160 km. of existing track to Coonamble (*100 km already upgraded to inland rail specs*).

Plus 127 km. of new track across to Narrabri.

**That's a total of 357 km.**

(distances obtained using SIX mapping, the same system used by ARTC)

The distance of ARTC's chosen N2N route from Narromine to Narrabri is 310 km. of new track exclusively through farming properties. Tomingley is 46 km. south of Narromine.

Therefore, the **N2N route is 356 km.** from Tomingley to Narrabri.

The alternative route would require about 200 km. of new track.

It would adversely affect a minimum number of property owners.

(*Highway corridor, Existing line, Industrial areas and Nation Park*)

It would eliminate the massive infrastructure and flood problems associated with the N2N route, especially around Narromine and Curban.

It would have to be billions of dollars cheaper.

ARTC will tell the inquiry that they did consider going through Dubbo and that it was 40Km longer than their selected N2N route. What they won't tell you is that Tomingley straight to Dubbo "*was never investigated and not identified as an option in the 2010 Inland Rail Alignment Study*" (**their admission**) All their alternative routes began at Narromine and then went across to Dubbo. In other words, they used both sides of the right-angle triangle, and not the hypotenuse Tomingley-Dubbo. That is where they get the extra 40 km they use to mislead everyone into believing that going through Dubbo is longer