

A LOGICAL & CHEAPER ALTERNATIVE ROUTE FOR INLAND RAIL N2N

Narromine is in a north Westerly direction from Parkes, whereas Narrabri is in a North Easterly direction from Parkes.

A straight line drawn from Narrabri - Parkes – Forbes -West Wyalong, will pass just of west of Dubbo and join the Parkes - Narromine rail line near Tomingley. There is an operational line from Dubbo to Coonamble that basically runs parallel to the current proposed N2N route.

An issue would be a line from Tomingley to Dubbo to connect to this existing rail line.

The Newell Highway is a 50 km straight road from Tomingley to Dubbo with a large corridor on either side of it, (approx. 100-200 mts) and passes through several State forest areas.

The option would be to use this corridor and have a bypass around the west of Dubbo. using the airport, and industrial areas. Then connect onto the existing Coonamble line near the Troy – Brocklehurst area. Finally continue onto Narrabri via Coonamble and the Pilliga Nation Park.

This option would require about 40 km. of new track from Tomingley to about. 15 km. south of Dubbo, then about 20 - 30 km. of new track for the Dubbo bypass. That is 60 -70 Km of new track that would progress the inland rail line nearly 200 Km further along its route to Narrabri. Then 100 km of new track from Coonamble to Narrabri. The large broad-acre wheat farmers around Coonamble want the Inland Rail in their area.

This line would affect a minimal number of property owners and save over 100km of new track.

It would have to be hundreds of millions of dollars cheaper than the present N2N route.

The distance of this alternate route from Tomingley to Narrabri via the Newel Hwy-Dubbo-Coonamble - Pilliga National Park -Narrabri, is 357 km.

(info from S.I.X. mapping tool, the same mapping system that ARTC use to measure distances)

The N2N route from Tomingley to Narrabri is 356 km.

This alternative route is about the same distance as the present N2N route. It would avoid all the flood problems associated with the proposed N2N route at Narromine and Curban. It would avoid having to negotiate the foothills of the Warrumbungle Ranges and reduce the requirement of going through a lot of properties. It would also reduce the number of inclines, curves, bridges and culverts. Trains would be able to maintain their high speed over a greater distance.

ARTC has disclosed in a CCC meeting that 100 km of the 160 km. Coonamble line has been upgraded to the same speed and axle weight specifications as Inland Rail's tracks.

ARTC documents state that going through Dubbo adds 38 km on to the trip.

Tomingley-Narromine-Dubbo form a right-angle triangle with Narromine at the right angle.

All ARTC alternate routes via Dubbo start off from Narromine, and do not use the shorter hypotenuse, Tomingley straight to Dubbo. That is how they are able to get the longer distance that make this route unacceptable.

ARTC stated at a CCC meeting this route was never in their study area and therefore never considered. As they had no problem changing the study area, when they suddenly decided to go East around Narromine, why couldn't they change it to include this option, if they truly believe that a straight line between 2 points is the shortest and quickest???

Regards

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