

Narromine to Narrabri



Town of Gilgandra

The Narromine to Narrabri (N2N) project comprises 306km of new rail corridor and track. When complete, it will enable freight trains to connect with the section of Inland Rail under construction between Narrabri and North Star and the Parkes to Narromine section that is already complete and supports freight transport to Adelaide and Perth.

Inland Rail program delivery status

In line with the Australian Government's response to the independent review of the Inland Rail program, we are taking a staged approach to deliver Inland Rail.

Future decisions by Government on the delivery of Inland Rail sections north of Narromine will be contingent on gaining the required environmental approvals and land required for the Inland Rail corridor.

The sections of Inland Rail between Beveridge in Victoria and Parkes in New South Wales have been prioritised for completion by 2027. Major construction on the Narrabri to North Star Phase 1 project is expected to be complete in the coming months.

Subject to the Narromine to Narrabri section achieving Australian Government environmental approvals, we'll conduct further investigations to help refine

the project's detailed design and provide more certainty on the delivery and cost of the full Inland Rail project.

The Australian Government has announced that the Inland Rail service offering of double-stacked trains will operate between an intermodal terminal to be built at Beveridge in Victoria and a proposed terminal at Ebenezer in Queensland, with a single-stacked, dual gauge connection to be built between Ebenezer and Kagaru. The Government also agreed that a second intermodal terminal at Truganina in Victoria be developed.

Working with the NSW Farmers Association

The NSW Farmers' Association (NSWFA) and Inland Rail have worked together to develop an information pack that acknowledges and addresses issues of concern to landowners.

In 2021, Inland Rail and the NSWFA made a commitment to improve how interactions between the two organisations occur. Since then, we've been engaging in open and productive discussions, with all issues on the table.

We've jointly developed an information pack to explain how Inland Rail is addressing issues of concern to landowners including the property acquisition process, fencing standards and Inland Rail's complaint management process.

It demonstrates our shared commitment to listening and understanding each party's perspective and reaching mutually beneficial solutions which will enable the safe and efficient delivery of Inland Rail for the benefit of regional Australia.



N2N environmental approvals update

In February, we received environmental approval from the NSW Minister for Planning to progress the Narromine to Narrabri project. The project was then referred to the Australian Government to be assessed under the *Environment Protection and Biodiversity Conservation Act 1999*.

We've been responding to requests for further information about our approach to ecology and hydrology and expect to achieve Australian Government environmental approvals in the coming months.

Subject to the project achieving approvals, we'll conduct further investigations, such as locating utilities and assessing ground and hydrology conditions, to help refine the detailed design and provide more certainty on the delivery and cost of the full Inland Rail project.



Click to download
the information pack
or visit inlandrail.info/NSWFA

Tooraweenah aviation event soars with Inland Rail support

More than 500 aviation enthusiasts flocked to Tooraweenah Aerodrome in May for the inaugural 'Winging it Down the Castlereagh' event organised by the Arthur Butler Aviation Museum. The occasion saw pilots test their flying skills and event goers learn about aviation's important contribution to the region.

Partly funded by Inland Rail's Community Sponsorships and Donations program, the day featured a navigation race from Tooraweenah Aerodrome, along the Castlereagh River and back to Tooraweenah which attracted 12 pilots. Another 19 planes flew in just to spectate.

Arthur Butler Aviation Museum President, Mark Pitts, welcomed Inland Rail's support and said the Museum and Tooraweenah Aerodrome can now look forward to attracting new visitors and sharing the unique history of aviation in the region.

"Inland Rail, through its financial support of our event, has contributed to the long-term well-being, prosperity, and sustainability of the village of Tooraweenah," Mr Pitts said.

"Our vision is to not only preserve history of the region but also encourage the use of Tooraweenah Aerodrome for recreational flying and as a portal to the tourist attractions of the region.

"Additionally, by keeping the Aerodrome operational year-round, the Museum can contribute to the agricultural wealth of the district."

During last year's extended rain event, Tooraweenah Aerodrome supported several crop-dusting jobs which were at risk because farm air strips were flooded. A local farmer was also supported by a mechanic who was able to fly into Tooraweenah and fix a broken harvester during the hectic harvest season.



The Inland Rail stand at the 150th Dubbo Show in May

Out and about

We've had a busy three months since our last newsletter supporting a swag of local Ag shows in Gunnedah, Gilgandra, Narrabri, Walgett, Dubbo, Coonamble, and Gulargambone.

Local Ag shows are a great way to connect with our alignment communities to seek local input and knowledge and answer any questions about the project. Thank you to everyone who dropped by to say hi.

We will continue to attend the Narrabri and Gilgandra monthly markets, engage with our key stakeholders at regular meetings and be present at other community forums as opportunities arise.

Once the weather warms up and local Ag shows return, so will we! Stop by and see us at:

- Trangie Truck and Tractor Show: **19 August**
- Ag Quip (Gunnedah): **22 to 24 August**
- Wee Waa Show: **26 August**
- Narromine Show: **1 to 2 September**

In some boreholes, we install a measuring device called a piezometer to monitor groundwater levels within the borehole.

Once installed, the borehole is backfilled with sand and cement grout and covered with a small locking cover that is level with the ground surface or stands 1m above ground.



One of the small planes that flew in for the event.

Geotechnical Investigations (GI) – part 3

In our last edition we talked about what we do when we perform GI. The three main ways we assess ground conditions are visual ground inspections, digging test pits and drilling boreholes.

Let's dig a little deeper into what happens when we drill boreholes.

Work is done by a lead driller, an engineering geologist (who logs the drilling activity and earth samples) and, where appropriate, a cultural heritage representative. A truck with a drilling rig and a support vehicle with a water tank need an area about 10m x 10m.

The hole bored is 100mm in diameter and the depth drilled varies. An investigation hole for a bridge foundation pile may be up to 55m deep depending on conditions and the anticipated load on structure foundations. It takes about a day to drill a depth of 10m–15m.



Cleaning a rock sample from a borehole to assess how fractured, weathered, and strong it is

Want to know more?

We are committed to working with property owners, communities, state and local governments as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments, please let us know.

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