

Inland Rail alignment



Legend

- New track (Greenfield)
- - - - - New track (dual gauge)
- Existing track (Brownfield) upgrades
- Existing track (enhancements for double-stack operation clearances)
- New track (single-stack operation only)
- ARTC rail network
- Existing Country Rail Network
- Project boundary
- City
- Town
- ⚓ Port

1 Calvert to Kagaru

Comprises 53km of new dual gauge track within existing rail corridor. This section includes 39km of dual gauge track allowing single-stacked operations between a proposed terminal at Ebenezer and Kagaru. Using 1.1km of tunnelling, this section will connect Inland Rail with the existing Sydney to Brisbane Coastal Line.

2 Helidon to Calvert

Comprises 47km of new dual gauge track, approximately half within existing rail corridor. This section will cross the Lockyer Valley floodplain and the Little Liverpool Range with a 850m tunnel.

3 Gowrie to Helidon

Comprises 28km of new dual gauge track. This section will traverse the steep terrain of the Toowoomba Range and will include a 6.2km tunnel.

4 NSW/Qld Border to Gowrie

Comprises 207km of new dual gauge track – 138km in new greenfield corridors and 69km within existing corridors from the NSW/Qld border near Yelarbon, to Gowrie Junction, north-west of Toowoomba.

5 North Star to NSW/Qld Border

Comprises 14km of new track and 25km of existing track. This section will complete one of the key missing rail links between New South Wales and Queensland, using the non-operational rail corridor or new track to connect to the operating line running to Yelarbon.

6 Narrabri to North Star

Comprises 184km of upgraded track and 2km of new track and is the second section of Inland Rail to enter construction.

7 Narromine to Narrabri

Comprises 306km of new rail corridor and track. This new section will reduce the overall journey time and complete one of the missing rail links between Melbourne, Adelaide, Perth and Brisbane.

8 Parkes to Narromine

Comprises 98km of existing track and 5km of new track. It is the first section of Inland Rail to be completed and accommodates double-stacked trains.

9 Stockinbingal to Parkes

Comprises 170km of existing track. Inland Rail will benefit from the track upgrades ARTC has already completed to this section. Enhancement works underway will allow double-stacked trains and a new crossing loop to increase capacity on the line.

10 Illabo to Stockinbingal

Comprises 37km of new track and 2km of upgraded track. The route bypasses the winding section of track called the Bethungra Spiral.

11 Albury (Vic/NSW Border) to Illabo

Comprises 185km of existing track. Inland Rail will benefit from the track upgrades ARTC has already completed to this section. Enhancements or modification works will be undertaken at locations to allow for safe clearance of double-stacked freight trains.

12 Beveridge to Albury (Vic/NSW Border)

Comprises 262km of existing track. This section will be enhanced to increase height and width clearances to allow for double-stacked trains.