



NSW/QLD BORDER

INLAND RAIL

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inlandrail.com.au

Legend

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

VIC/NSW BORDER

1 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.

2 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.

3 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.

4 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.

5 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.

6 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.

7 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.

8 North Star to NSW/QLD Border

Comprises 5km 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 and new track to connect to the NSW/QLD Border to Gowrie section and the operating line running to Yelarbon.

9 NSW/QLD Border to Gowrie

Comprises of approximately 217km of new track. The section involves building approximately 149km of new track and upgrading approximately 68km of track from the NSW/QLD border, near Yelarbon, to Gowrie Junction, north-west of Toowoomba.

10 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.

11 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 an 850m tunnel.

12 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.