



Illabo to Stockinbingal

The Illabo to Stockinbingal section in southern NSW involves the construction of 39km of new rail corridor.

This new track will provide a direct route from Illabo to Stockinbingal through to the existing Forbes line, bypassing Cootamundra and the steep and winding Bethungra Range with its Bethungra Spiral.

Our progress

Planning approvals:

In October 2024, the Australian Government approved the Illabo to Stockinbingal section, following NSW Government approval in September 2024. The Australian Government’s Assessment Report and Conditions are available at inlandrail.info/i2sepbcc.

Construction works:

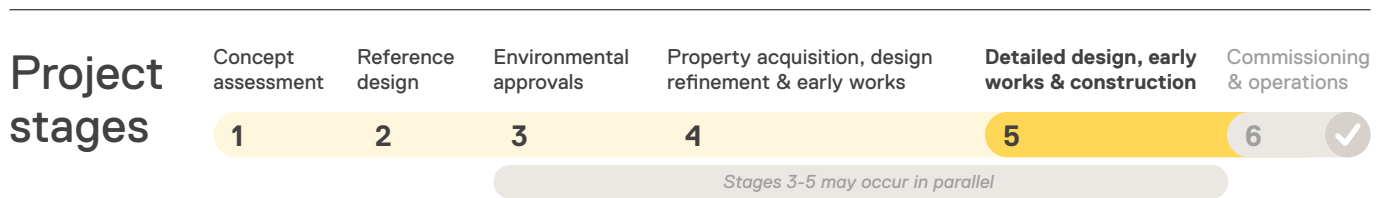
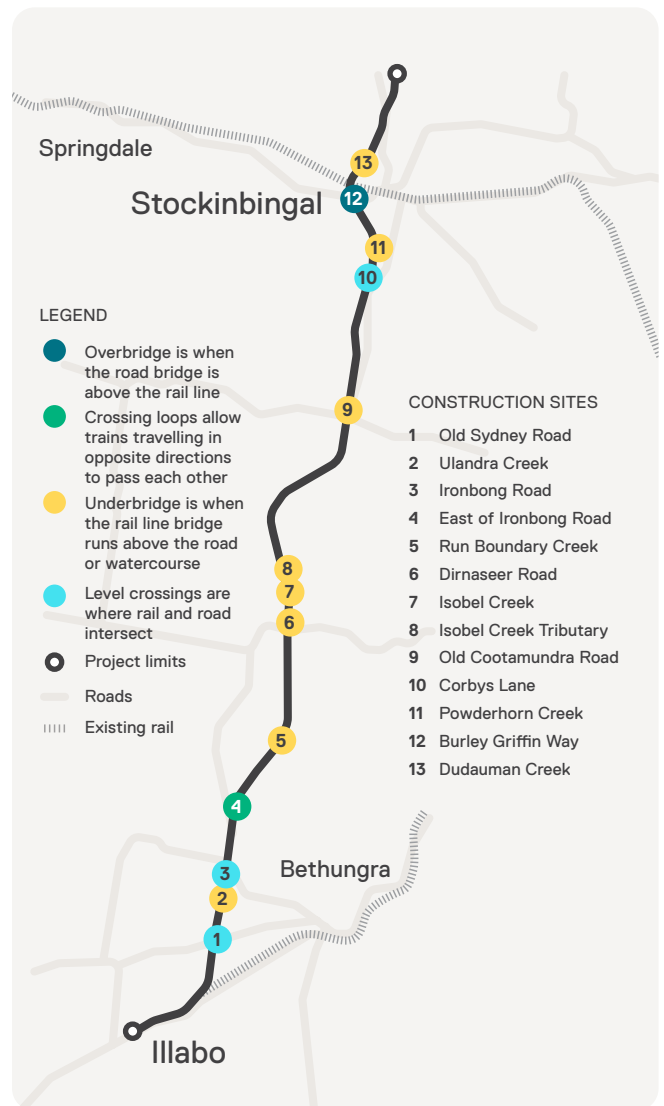
- Our construction contractor John Holland started low impact works including fencing, vegetation clearing and site compound establishment in January 2025.
- Construction activity, including earthworks and bridge piling started in early 2026.

Temporary workers’ accommodation:

A 350-person workers’ accommodation facility near Stockinbingal is in operation during construction of the Illabo to Stockinbingal section.

Our works

The map highlights our construction sites and outlines the key works being carried out at each location.



Key information

Noise

Construction work can generate additional noise due to the works required and machinery involved. A Construction Noise and Vibration Management Plan has been prepared by John Holland to guide the delivery of construction works and mitigate, where possible, impacts on communities.

In NSW, operational rail noise and vibration is assessed in accordance with the NSW Government's *Rail infrastructure noise guideline* and the Secretary's Environmental Assessment Requirements. These guidelines provide the levels at which noise and vibration are deemed reasonable and feasible with mitigation.

Hydrology

Building a new railway line means new drainage infrastructure will be installed through the corridor. There are strict criteria that railway drainage designs have to meet, including maintaining water flows to farm dams and not negatively impacting flood behaviour beyond agreement with landowners and road authorities. Inland Rail has consulted on the design and performance of the drainage infrastructure with potentially impacted landowners and road authorities.

Train lengths

The length of trains that will use Inland Rail will depend on market requirements. Inland Rail will facilitate 1.8km double-stacked freight trains. Many trains will be smaller than this maximum size and may only travel between regional hubs.

Level crossings

Burley Griffin Way will undergo a major realignment and a new road over rail bridge will be built. This will enable the closure of one of the existing rail level crossings in Stockinbingal, improving safety. In addition, Ironbong Road will be re-aligned around the proposed level crossing to improve safety.

Level crossings are designed to comply with the relevant Australian and ARTC standards and Inland Rail will continue to liaise with the relevant road authorities and private landowners as design progresses.

Fast facts



39km of new single track standard gauge railway



2 rail over road bridges



8 private level crossings



7 bridges across waterways



1 road over rail bridge at Burley Griffin Way



9 stock underpasses



1 crossing loop and associated maintenance siding



5 public level crossings



About Inland Rail

Inland Rail is a 1,600km fast freight rail line between Brisbane and Melbourne that is connecting businesses, manufacturers and producers to national and global markets and generating opportunities for industries and regions during construction and beyond.

Delivering Inland Rail will help shift more goods onto rail and take tens of thousands of large trucks off our roads. This means faster, more reliable freight; safer, less congested roads; and fewer emissions.

Find out more



We remain committed to working with the community to ensure the best outcome for the region and encourage you to get in touch with us, with questions big or small. Call on **1800 732 761**.



For more information, to view the interactive project map, or subscribe to our newsletter, visit inlandrail.com.au/i2s.



Did you know?



74% of freight between Melbourne and Brisbane is moved by road



Moving freight by rail is four times more fuel-efficient than by road



One 1,800m Inland Rail train will take 110 B-double trucks off regional roads