



**Anthony Albanese**  
Minister for Infrastructure and  
Transport

**John Fullerton**  
Chief Executive Officer

### **BUILDING A FASTER, MORE RELIABLE RAIL NETWORK**

Today another major milestone in the most extensive upgrade to the nation's interstate rail network in almost a century has been reached, with work to straighten key sections of the main line between Newcastle and the Queensland border now underway.

Federal Infrastructure and Transport Minister, Anthony Albanese, said the North Coast Curve Easing project will increase capacity and cut transit times along Australia's eastern seaboard by almost one hour.

"Over the next 8 months, this project will reduce the severity of the curves at some 58 locations by realigning the existing track, improvements which once completed will allow trains to run at higher speeds," said Mr Albanese.

"All up, we are investing \$3.4 billion in the interstate rail network, the largest single Federal investment in this vital piece of infrastructure in generations. Indeed compared to our predecessors we're investing twice as much in half the time.

"By the middle of 2014 we will have rebuilt more than a third of the network – or 3,771 kilometres of existing track – and extended its reach by a further 235 kilometres.

"A faster, safer and more reliable rail network is central to the Gillard Labor Government's broader efforts to boost national productivity, take pressure off our highways and reduce Australia's carbon footprint."

The first sod on this \$170 million project was turned at one of the sharper curves on the main North-South line near the NSW town of Casino.

Australian Rail Track Corporation (ARTC) CEO, John Fullerton, explained that the curve easing program was a key aspect of the organisation's strategy to reduce transit times, increase capacity and build reliability in the North South rail link.

"As a result of the work we've already completed on the North Coast line, our new timetables are revealing significant time saving improvements between

the East Coast capitals. However there is more to be done,” said Mr Fullerton.

“Reducing the severity of the track curves on these specific sites on the North Coast line will lead to an increase in line capacity through a further reduction in transit times.

“Other benefits of the programme will be a reduction in greenhouse gas emissions, a reduction in above and below rail maintenance costs and the overall improved competitiveness of rail freight.

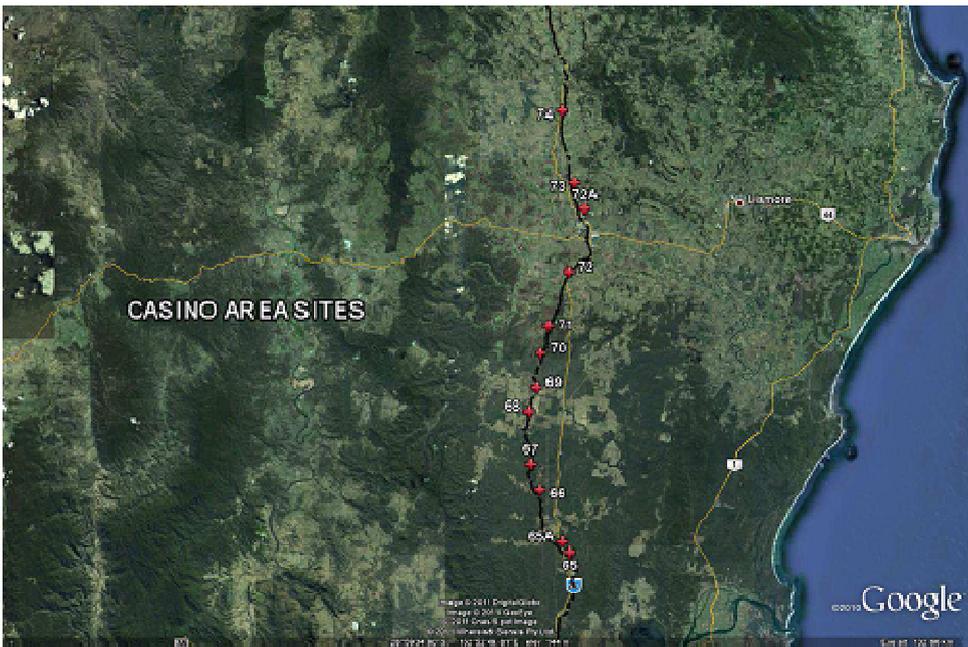
“This is not only good news for the economy through the more efficient movement of freight, but also for the local community. With one 1500m train being equal to 100 semi-trailers, we will see fewer big trucks on our North Coast roads.”

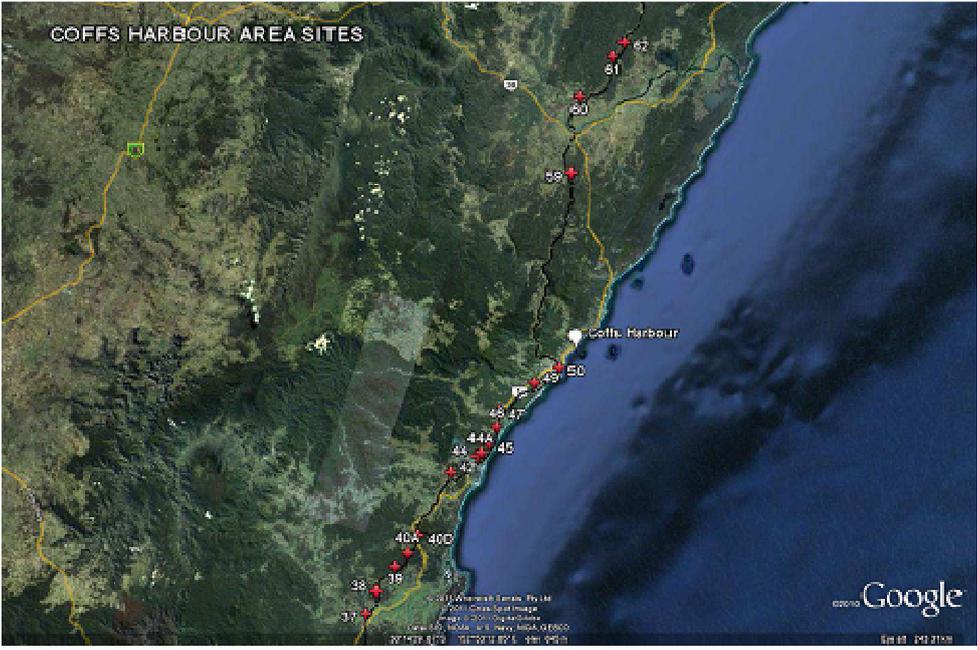
**Tuesday, 15 March 2011**

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# NORTH COAST CURVE EASING PROJECT





## FEDERAL FUNDED RAIL PROJECTS

### Hunter Valley Projects:

Project	Status
<b>Ulan Line Passing Loop &amp; Duplication:</b> construction of four new passing loops to provide trains with more overtaking opportunities and fewer delays.	Underway
<b>Minimbah Bank Third Rail Line:</b> construction of a third track along the length of the Minimbah Bank, increasing capacity along a previous congested section of the Hunter Valley rail network.	Completed Commissioned June 2010
<b>Maitland to Minimbah Third Rail Line:</b> construction of an third track between Maitland and Minimbah to lift capacity and alleviate bottlenecks on the Hunter Valley rail network.	Underway
<b>Liverpool Range New Rail Alignment:</b> duplication of the track across the Liverpool Range to prevent expected capacity constraints.	Pending
<b>Bi-directional signalling between Maitland and Branxton:</b> installed upgraded signalling system to improved transit times and the line's productivity.	Completed Commissioned May 2009
<b>St Heliers to Muswellbrook Duplication:</b> extended the existing double track to Muswellbrook to improve capacity and alleviate bottlenecks on the Hunter Valley rail network.	Completed Commissioned August 2009

### Non-Hunter Valley Projects:

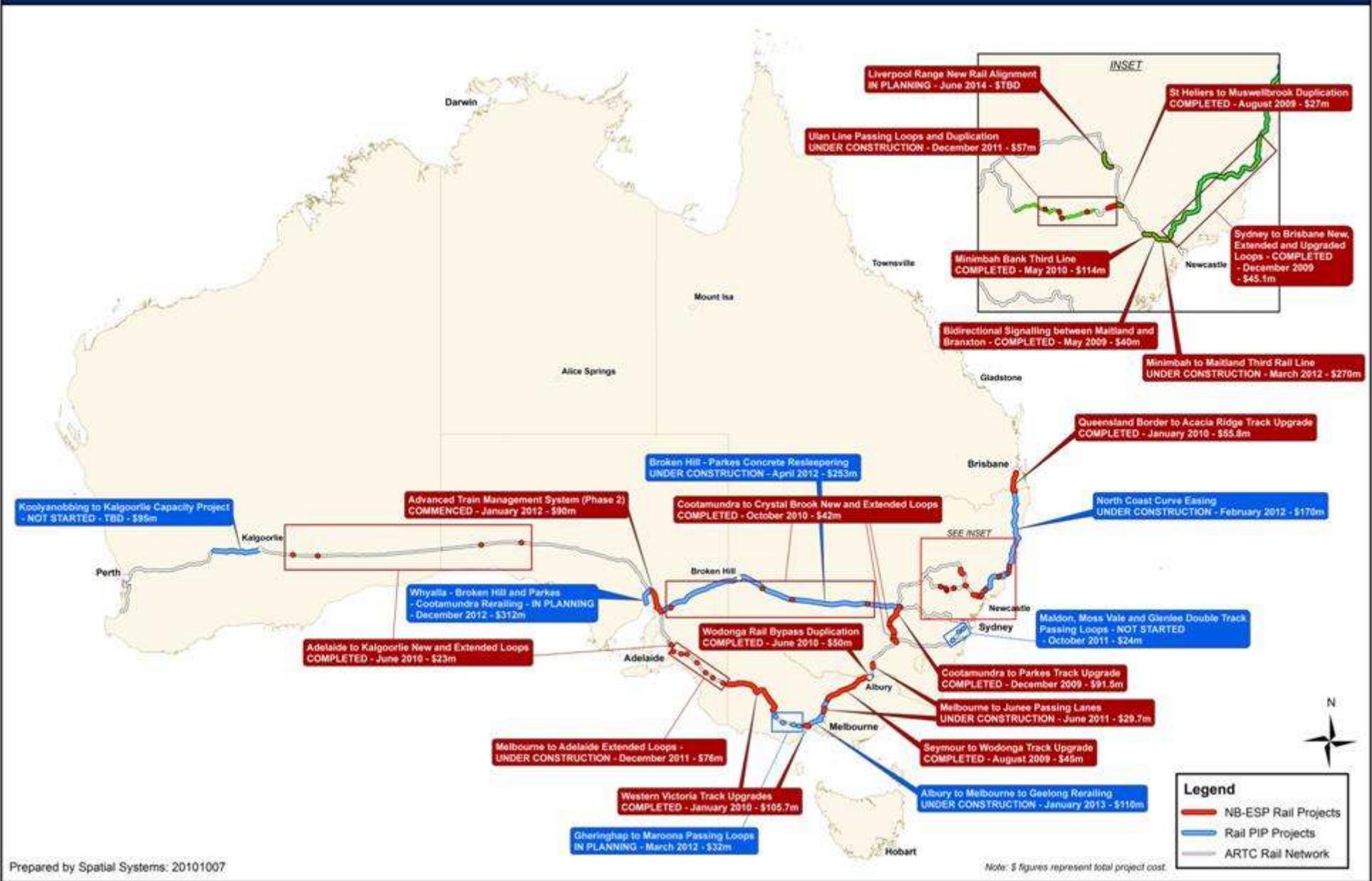
Project	Status
<b>Seymour to Wodonga Track Upgrade (NSW/VIC):</b> \$45 million project which completed the concrete re-sleepering along the Melbourne to Sydney corridor.	Completed Commissioned August 2009
<b>Cootamundra to Parkes Upgrade (NSW):</b> \$91.5 million project which replaced the old timber sleepers with about 300,000 new concrete sleepers, improving capacity and reducing the need for speed restrictions.	Completed Commissioned December 2009

<p><b>Queensland Border to Acacia Ridge Track Upgrade (QLD):</b> \$55.8 million to complete the concrete sleepers along the Sydney to Brisbane corridor and provided narrow gauge access between Acacia Ridge and Bromelton.</p>	<p>Completed Commissioned January 2010</p>
<p><b>Adelaide to Kalgoorlie – new and extended loops (SA/WA):</b> \$23 million to build five new and extend one existing passing loop, providing trains with more overtaking opportunities, faster transit times and fewer delays.</p>	<p>Completed Commissioned June 2010</p>
<p><b>Cootamundra to Crystal Brook – new and extended loops (NSW):</b> \$42 million to build two new and extend four existing passing loops, providing trains with more overtaking opportunities, faster transit times and fewer delays.</p>	<p>Completed Commissioned October 2010</p>
<p><b>Melbourne to Adelaide – extended loops (SA/VIC):</b> \$76 million to extend seven existing passing loops to allow longer trains to use the line.</p>	<p>Underway</p>
<p><b>Western Victoria track Upgrades (VIC):</b> \$105.7 million to re-rail track, increased ballast depth and eliminating the gap in concrete sleepers between Melbourne and Adelaide, improving capacity and reducing the need for speed restrictions.</p>	<p>Completed Commissioned January 2010</p>
<p><b>Wodonga Bypass (VIC):</b> \$50 million to construct a double track bypass of Wodonga, increasing rail capacity and reducing transit time between Brisbane and Melbourne.</p>	<p>Completed Commissioned June 2010</p>
<p><b>Advanced Train Management System, Phase 2 (SA):</b> \$45 million to trial technology which manages train movements by replacing physical land based signalling with satellite based Global Positioning System.</p>	<p>Underway</p>
<p><b>Sydney – Brisbane (NSW) – new, extended and upgraded crossing loops:</b> \$45 million to build three new and upgrade three existing passing loops, providing trains with more overtaking opportunities, faster transit times and fewer delays.</p>	<p>Completed Commissioned December 2009</p>
<p><b>Melbourne to Junee Passing Lanes (VIC):</b> \$29.7 million to build two additional passing lanes, providing trains with more overtaking opportunities, faster transit times and fewer delays.</p>	<p>Underway</p>

<b>North Coast Curve Easing (NSW):</b> \$170 million to straighten the line between Maitland and the Queensland border at 58 locations, helping to reduce transit times along the eastern seaboard by almost one hour.	Underway
<b>Double track passing loops at Goulburn, Moss Vale and Glenlee (NSW):</b> \$24 million to build three new passing loops, leading to more overtaking opportunities and fewer delays on this section of the network.	In planning
<b>Upgrade the lines between Whyalla and Broken Hill and between Parkes and Broken Hill (NSW/SA):</b> \$312 million to re-rail both lines so they can be used by heavier trains.	Underway
<b>Re-sleeping of the line between Parkes and Broken Hill (NSW):</b> \$253 million to replace all the old wooden sleepers with one million new concrete sleepers, greatly improving its capacity as well as reducing transit times and the need for temporary speed restrictions during summer.	Underway
<b>Upgrade the line between Albury to Melbourne to Geelong (VIC):</b> \$110 million to re-rail the line so it can be used by heavier trains.	Underway
<b>Extra passing loops between Gheringhap and Maroona (VIC):</b> \$32 million to build four new passing loops, providing trains with more overtaking opportunities and fewer delays.	In planning
<b>Re-railing the line between Koolyanobbing and Kalgoorlie (WA):</b> \$95 million to build two new passing loops, as well as install new steel, improvements which will reduce transit times as well as allow the line to be used by heavier trains.	In planning
<b>Northern Sydney Freight Line (NSW):</b> \$840 million to separate sections of the passenger and freight rail network through Sydney and up through Newcastle. This will reduce transit times and improve productivity for both the freight and passenger network.	In planning
	Underway

<p><b>Port Botany rail access (NSW):</b> \$150 million to improve road and rail access into port Botany. This will improve transit time and efficiency at the port.</p>	
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# CAPITAL WORKS ON THE AUSTRALIAN INTERSTATE RAIL NETWORK



**Legend**

- NB-ESP Rail Projects
- Rail PIP Projects
- ARTC Rail Network