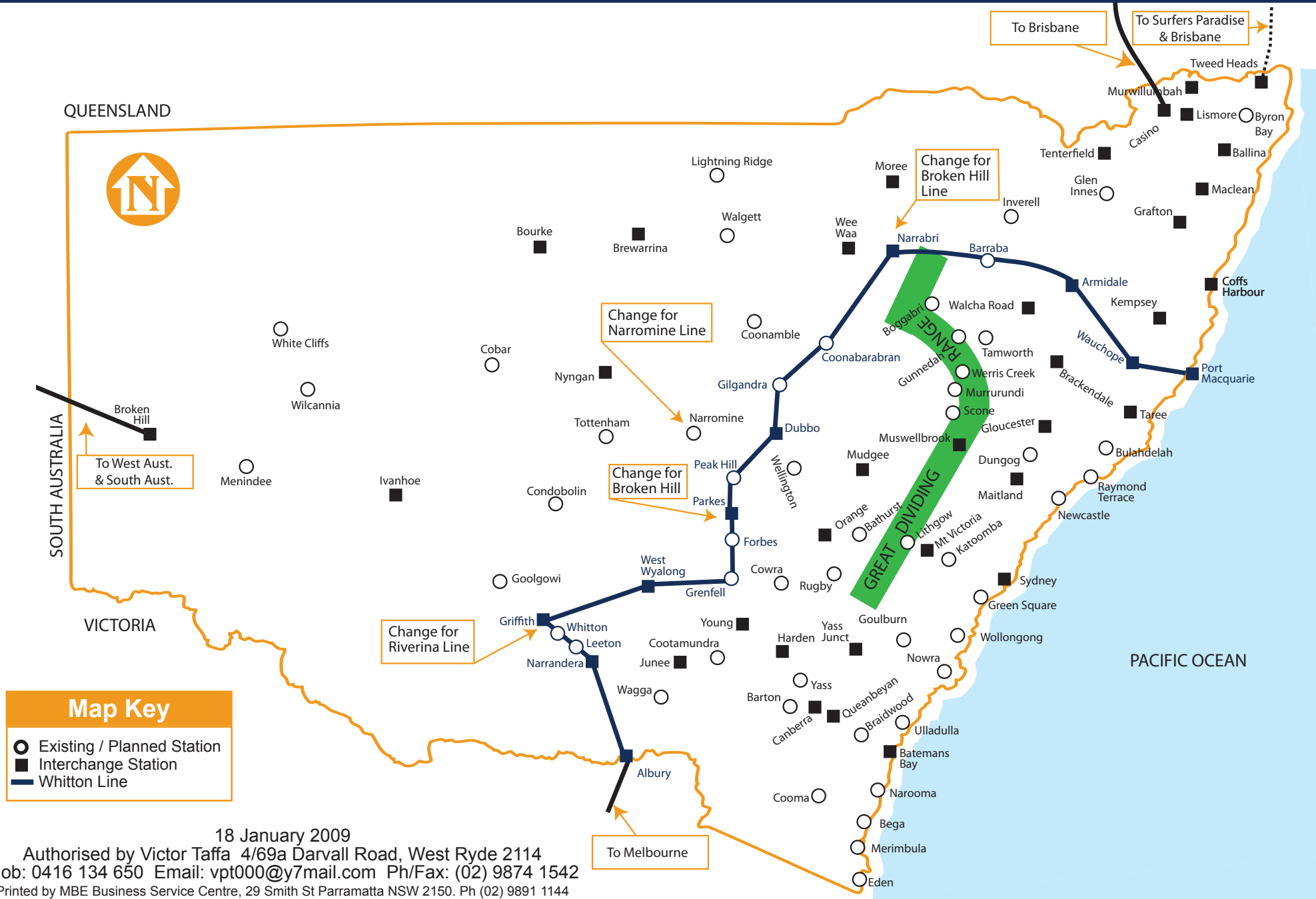


# IMPROVE REGIONAL AND RURAL RAILWAYS

## Whitton Line



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## Whitton Line

### Community Benefits and Concerns

- As with the Bradfield Line which is named after Dr. J.J. Bradfield the Whitton Line is named after John Whitton the legendary Engineer-in-Chief of the New South Wales Railways. When he arrived in Sydney in 1857 there were 34 Km of Railway lines and upon retirement in 1890 there was 3538 Km of completed railway. He is acknowledged as the 'Father of the NSW Railways'. John Whitton had to overcome opposition for horse drawn tramways which were favoured by the Governor Sir William Denison. John Whitton opposed this because it would be impossible to work the volume of freight envisaged. Whitton also ensured that New South Wales had the same rail gauge. He also had to contend with governments that only wanted to spend the minimum. Over time he won the battles to construct iron bridges and rails.
- The Whitton Line will see the restoration of Whitton as a commissioned railway station. Whitton Station was formerly on the Hay branch line and opened as Hulong in 1881 and renamed Whitton. The station was decommissioned some years ago. Whitton station would contain two full length platforms.
- The Whitton Line will open up Southern New South Wales and allow for trains to operate from Victoria to Port Macquarie via Albury, Dubbo and Narrabri.
- The Whitton Line would be either a new alignment or a new route in a straight line so as to produce a better service for commuters and tourists.
- The Whitton Line and existing lines would be electrified and duplicated entirely.
- Concrete sleepers would be laid so as to reduce track expansion in times of extreme heat.
- Irrigation pipes would be laid along the line so as to channel waters into inland New South Wales and 'drought proof' our great state. This is particularly important in view of the floods in Queensland and bush fires in Victoria both in 2009.
- All existing Railway stations would be upgraded to allow for platforms capable of servicing an eight car train as would all new railway stations. The heritage aspects of existing railway stations would be enhanced.
- Albury and Dubbo would be upgraded to include additional full length platforms and a station roof to protect passengers from the elements similar to world famous Calais or St. Pancras Railway Stations.
- This new line will connect Albury with Narrandera, Leeton, Whitton, Griffith, West Wyalong, Grenfell, Dubbo, Narrabri, Armidale, Wauchope and Port Macquarie.
- Griffith, Narrandera, West Wyalong, Grenfell, Parkes, Dubbo, Narrabri, Armidale, Wauchope and Port Macquarie and Albury would be Interchange stations and commuters and tourists will be able to change trains for the Broken Hill, Central Western, Grenfell, Narramine, Northern, Pacific, Raymond Terrace, Riverina, South Coast and Southern Line Extension with additional platforms built at Interchange stations for intersecting lines, through service and terminating trains.
- 'Diamond' and 'T' Junction and Grade separations would be constructed along the line.
- The car, taxi, bus and coach industries will not be adversely affected by the construction of the Whitton Line.
- The Mid Western, Newell, Olympic, Oxley, New England, and Pacific Highways will become safer to use.
- Road fatalities will be reduced and as a result car insurance premiums will fall.
- Truck drivers and couriers will be able to deliver goods more easily.
- Introduction of a multi-modal charge card for train, bus and ferry travel similar to the E-Toll account or Cab charge card.
- Enable commuters to purchase train, bus and ferry tickets on the internet.
- Separation of railway line planning from urban planning.
- Financing of this railway will come from public, private and **RAILWAY BONDS**.

### Whitton Line

Albury  
Narrandera  
Leeton  
Whitton  
Griffith  
West Wyalong  
Grenfell  
Forbes  
Parkes  
Peak Hill  
Dubbo  
Gulgandra  
Coonabarabran  
Narrabri  
Barraba  
Armidale  
Wauchope  
Port Macquarie