

# Blue Mountains Commuter & Transport Users Assoc.Inc

22 Mount Street

Glenbrook 2773

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Maldon – Dombarton Rail Link Feasibility Study  
Nation Building Infrastructure Investment Division  
Department of Infrastructure and Transport  
GPO Box 594  
Canberra ACT 2601

[MaldonDombarton@infrastructure.gov.au](mailto:MaldonDombarton@infrastructure.gov.au)

Dear Sir

Re: Submission – Maldon to Dombarton Rail Link.

I thank you for allowing an extension of time for the Association to submit our support and comments on this worthwhile project.

The Association has been meeting consistently since 1983 and in that time has seen many changes in passenger and freight services, we have supported freight on rail as the costs of providing the infrastructure is able to be shared and now there is an opportunity to bring back to rail freight that has been lost to rail by the provision of improvement in rail infrastructure.

The question is; why does the Association support the completion of the Maldon-Dumbarton Link.

The Link addresses the anomaly created by transferring the wheat and coal infrastructure from White Bay (Balmain) to Port Kembla thus putting pressure on the suburban system especially St Peters to Wollongong which has been highlighted in the Pre-feasibility Study Page 58

The Association supports the completion of the Maldon-Dombarton Line as the increase in freight services does not impinge on the passenger services the capacity of the Western Line is able to cater for future rail services e.g

The Capacity of the Blue Mountains is adequate for increase in freight services; especially as we have one hour service Off Peak, Weekends and Holidays with Half hour peak hours.

There is capacity of the four tracks to cater for increase in freight and passenger between St Marys and Parramatta the average number of services Off Peak 7 – 8 services per hour weekday and 5 services per hour weekend.

Timing a 45 coal wagon train through Penrith Station I timed as 45 secs approx with the train at maximum speed a similar train through Glenbrook at 50 secs braking naturally on Up line.

The Association however does recognise the importance of the extra tracks to be provided between Penrith and St Marys especially with proposal to introduce the Western Express

**Over 2**

(2).

The Association is aware there is capacity of the Cumberland Line with nominally half hour passenger services off peak plus the advantage a connection to the Freight Line at Cabramatta would be an advantage

The Association supports the findings of the Pre-Feasibility Study Final Report pages 57-58 and pages 127-128 we have a vital interest in this Project as it should have some impact on the reduction of freight on Great Western Highway

Intermodal Hubs being built at Bathurst, Blayney, and Parkes. Also as there is the development of Intermodal Hubs as listed in the Study Yennora – Eastern Creek – Camellia There has to be positive support for all of these Hubs from Government both State and Federal and Industry as a whole

**Passenger Services**

The Association would support the provision of passenger services. There is an opportunity for tourist services

**Electrification.**

The Association supports electrification but this is not being considered at present we recommend the infrastructure should be built with electrification for the future.

**Emu Plains Stabling Yard**

The Association is supporting the building the a new stabling yard at Emu Plains thus improving the management of the stabling of the passenger trains movement of the rail traffic both passenger and freight within Emu Plains and Penrith Area

I therefore indicate the Association's support for the Maldon – Dombarton Line and look forward the completion of the Link in the not to distant future

Yours faithfully  
Paul Trevaskis CMILT Hon. Sect