



A response to the Adelaide Rail Freight Movements Study put out in October 2009.

Option 1. (the upgrade of the old hills line)

While this option is so called the cheapest!!! option, it goes against common sense. Pages 4 & 5 of the Adelaide Rail freight Study lists the many negatives of this present old corridor.

This Option 1 is not:-

Thinking of the social costs, noise, traffic effects, safety, speed, etc, etc.

The move to increase heights(double containers), lengths. and speeds!!! will make all of the above negative effects even worse.

The present line will be in part, or even in its entirety, out of use whilst the massive rework, tunnels, bridges and rail line replacement. What effect will this have on the important Perth/Melb and Melb./Perth freight movements in that time, apart from the Adel/Melb and Melb/Adel freight and passenger traffic.

Option 2 or 3. (via Truro to Two Wells)

One of these Options is a clear winner against O/1, and O/4 and O/5 for many reasons including :-

It starts out of Murray Bridge with a clean sheet.

Much easier grades, contours, curves and less populous areas.

An increase in speeds with better efficiencies, and wear and tear on railtrack and rolling stock. With this also could be quieter operation and wheel noise.

Have less social issues, less road interference and community problems.

The original line remains in total use, apart from the tunnel at Marray Bridge, whilst the new line is under construction.

Leaves the old line and corridor for future domestic and the present Overland passenger services.

Therefore we submit Option 3 or 2 be adopted and implemented.

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A handwritten signature in black ink, appearing to read "P &amp; B Tilbrook". The signature is stylized and written in a cursive-like font.