

\$28 Million Upgrades Delivered to West Moreton Line



A \$28 million project to replace 18 timber rail bridges with more durable structures between Rosewood and Chinchilla is now complete, with final works at Dalby completed last week.

Minister for Transport and Main Roads Mark Bailey said the project had supported 200 jobs over the past two years, in addition to improving the safety and reliability of the western rail line.

“Over the last two years, Queensland Rail has been eliminating ageing timber rail bridges on the western line – some of which were more than 100 years old – and replacing them with stronger, more reliable, low maintenance steel structures,” Mr Bailey said.

“This involved the replacement of a combined 830 metres of combined bridge length at 18 locations across Rosewood, Grandchester, Laidley, Helidon, Murphy’s Creek, Toowoomba, Dalby and Warra.

“During a scheduled closure of the line from 11 - 15 October, the project team successfully removed and replaced the final timber bridge at Dalby, marking the completion of this major investment in the western line.

“This was the 18th and final timber bridge to be replaced between Rosewood and Chinchilla as part of the project, with the new steel structures set to significantly reduce the time required for bridge maintenance moving forward.

“The new structures show great innovation through the use of untreated steel girders, which serve as a cost-effective alternative to concrete.

“With the steel sourced from One Steel and local companies used for crane hire and labour, it’s fantastic to see this investment not only bolster the strength of the rail line, but also support the local jobs and businesses along the way.”

Mr Bailey said the project would bolster reliability for the thousands of trains that use the western line each year.

“The western line, spanning from Brisbane to Charleville, is a major freight artery for the Darling Downs and South West Queensland regions, transporting about 7,000 freight and passenger trains each and every year,” he said.

“It’s fantastic to see the West Moreton timber bridge replacement project reach the finish line.

“This major investment has modernised our infrastructure on the line and will ensure the ongoing safety and reliability of the West Moreton rail system.”

Approximate locations of upgraded bridges

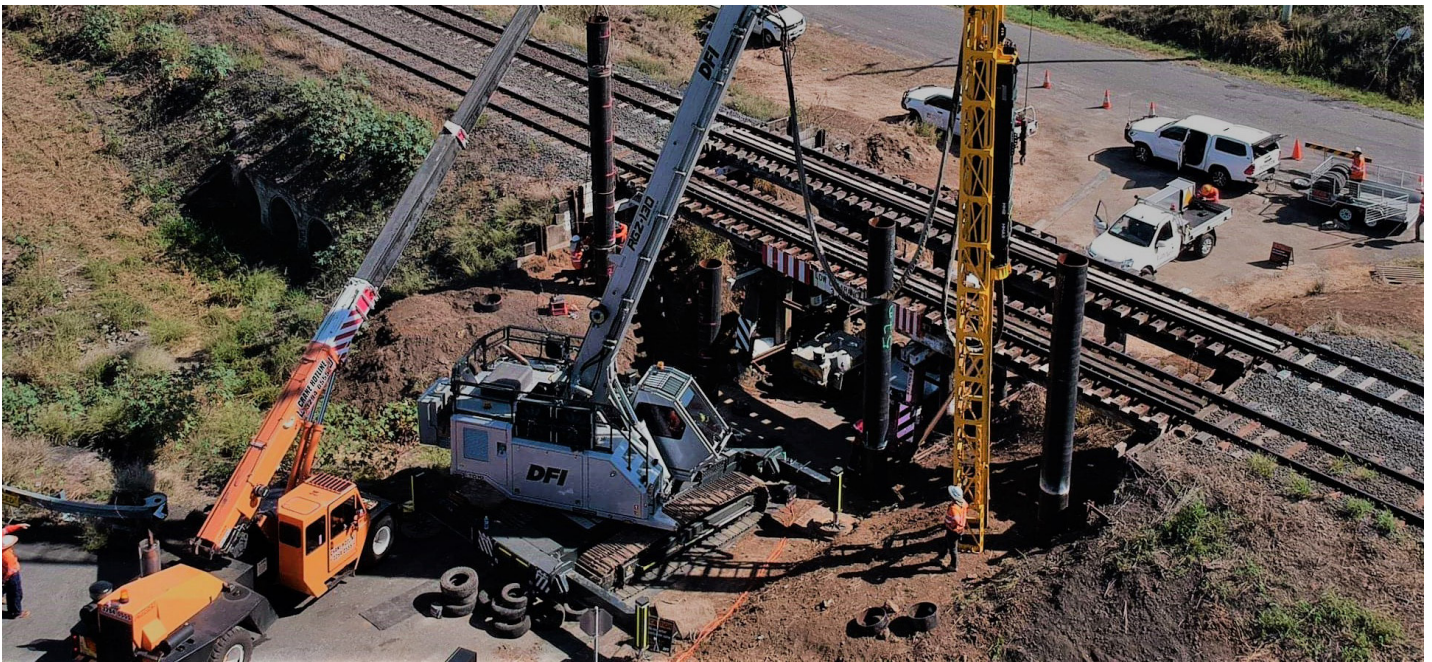
- 2.5km NE of Dalby
- 9km NW of Toowoomba
- 28km SE of Chinchilla (7km NW of Warra)
- 10km SE of Laidley
- 2km W of Forest Hill
- 4km SE of Helidon



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- 1km SE of Helidon (three bridges)
- 2km SE of Murphys Creek
- 3.5km E of Murphys Creek
- 1.5km SW of Rosewood
- 5km SW of Rosewood
- Grandchester
- Laidley
- 1km SE of Grandchester
- 1.5km NW of Laidley
- 9.5km SE of Warra

Bridges in the following locations have been replaced during this project:

- five bridges between Grandchester and Rosewood
- two bridges in Laidley
- one bridge west of Forest Hill
- four bridges in Helidon
- two bridges east of Murphys Creek
- one bridge in Gowrie Junction
- one bridge in Dalby
- two bridges close to Warra.

Works Included

- Geotechnical investigations;
- Design analysis and documentation, including Hydraulics, Geotechnical, Structural, Civil, Environmental and Planning;
- Access Tracks/Pads and environmental controls;
- Driven piling and site welding during live rail conditions;
- Structural steel fabrication;
- Installation of steel headstocks during live rail conditions;
- Construction of cast insitu base slabs and piers;
- Fabrication of precast relieving slabs;
- Demolition of existing timber bridges;
- Installation of structural steel superstructure, timber transoms and walkways/handrail.

Subcontractors and Suppliers

- Asbestos Extraction and Containment QLD Pty Ltd
- Arcadis Australia Pacific Pty Ltd
- Bolt Scaffolding Pty Ltd
- CMW Geosciences
- Crane Hotline
- DFI Energy Services Pty Ltd
- Five92 Fabrications
- Formcon Group Pty Ltd
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- Infrastructural Engineers Pty Ltd
- IronBark Demolition Pty Ltd
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Ironbark Demolition Bridge De-construction Specialists



Ironbark Demolition (IBD) specialises in the de-construction of timber, steel and concrete bridges.

“Our de-construction methods mean that we can prevent materials from entering the Construction and Demolition (C&D) waste stream,” said Greg Taylor owner and Managing Director of Ironbark Demolition.

“Typically, we reclaim 98% of those materials so they become a resource, which significantly reduces the demolition waste component of a construction project.”

Mr Taylor noted that Ironbark’s capacity and experience adds value to Civil works contracts and fulfils National and State targets for waste reduction – increasingly important considerations in civil construction.

“The C&D waste stream has an environmental impact at every step of the construction process from the extraction of the raw materials to the processing, manufacture, transportation and the construction itself, to the eventual demolition and disposal of the materials at the end of a structure’s useful life,” he said.

The challenges of low-carbon economies, the need for sustainability and reality of resource depletion have led IBD to focus their business activities in line with The National Waste Policy which provides a national framework for waste and resource recovery and compliments the current Queensland legislation under The Waste Reduction & Recycling Act 2011.

“Our de-construction methods minimize C&D waste in the supply chain as we have the capacity to reverse engineer the structure,” he said.

“We develop a methodology, remove the elements section by section, recover steel reinforcing, crush the clean concrete on site, and recover any timber or steel elements for repurposing and recycling. Very little, if any, of the materials from the redundant structure ends up in landfill.”

Ironbark’s long experience in de-construction has put the company at the forefront of South East Queensland’s larger infrastructure upgrades, including the Cross River Rail project which will deliver an integrated public transport system for the entire region.

Recent & Current Projects Include:

- Cross River Rail (CRR-RIS) Cattle Crossing - **Unity Alliance**
- Sumner Road Interchange - **BMD**
- Toowoomba Range Clearance Upgrade (TRCU) - **BMD**
- QR Main Western Line Upgrade (QRMWLU) - **Ertech**
- Gateway Arterial Upgrade - **Lendlease**

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