

Bauhinia Regional Rail Project News

BAUHINIA RAIL LINE COMPLETION AHEAD OF SCHEDULE

Construction of the extensive Bauhinia Regional Rail Project is ahead of schedule with the final track laid two months early completing the line from the new Rolleston Coal mine to QR's Blackwater Coal system. QR CEO Bob Scheuber said the first commercial coal train was due to run in early October.

"The last of 160,000 sleepers were laid on Monday (September 5) at the 103 km mark near the coal loading facility at the mine," Mr Scheuber said.

"Practical completion of the line will be marked with the running of the first coal train which is scheduled for October 3," he said.

"We expect that the first train will carry around 7000 tonnes of coal from the Rolleston mine to Gladstone Power Station."

Further work to finalise completion of the project will continue throughout October. This will include completion of track laying, topsoiling, site tidying, landscaping, and cross corridor fencing.

QR's delivery of the project by early October is despite some delays to construction experienced due to the unseasonably heavy rains which fell in May and June.

"At almost 110km, the \$240 million Bauhinia Regional Rail Project in Central Queensland, is the longest rail line to be built in the State since the mid 1980s," Mr Scheuber said.

Mine-owner Xstrata has committed to haul eight million tonnes of domestic and export coal to Gladstone by 2008.

New rail line to change local landscape

Construction of the Bauhinia Regional Rail line will change the face of the Bauhinia landscape forever.

Once the Rolleston mine is fully operational mining eight million tonnes of coal per year, residents can expect coal freight trains to run 24/7, building to on average 22 return trains per week. They will transport coal 422km from the mine to the Port of Gladstone for export or to Stanwell and Gladstone Power Stations for use as an energy source.

QR's giant track laying machine snakes through remote Bauhinia countryside laying up to eight kilometres of track per week.



Trains are likely to consist of three locomotives and up to 86 carriages each and will be capable of carrying up to 83 tonnes of open cut coal – that's a potential load of around 7000 tonnes of coal per train. The total length of trains may reach a massive 1.65 kilometres and will be able to travel 80 kph at their maximum speed.

QR National, QR's coal and freight arm, will operate the trains to carry the coal for its customer Xstrata, who have built the Rolleston mine. Xstrata will pay QR an access fee for use of the line.



The final sleepers are laid on QR's Bauhinia Regional Rail line at Rolleston Mine's coal loading facility.

Look, Listen and Live - Take care at new level crossings

Residents are urged to take care at all times near the new rail corridor and at the new level crossings where the rail line intersects with existing roads.

Four new public level crossings have been constructed at Humboldt Road, Comet-Rolleston Road, Struan Road and Nimala Road. From October 3, trains will be running along all parts of the rail line.

All public level crossings have been designed with safety in mind and have appropriate safety controls for managing the rail line's interface with roads. Safety controls include a combination of signals with flashing lights; some crossings have boom gates and some have approach signs to warn drivers of possible trains crossing. As an added safety and security measure, the final project will include 215 kilometres of fencing of both sides of the corridor.

The safety of residents is a number one priority for QR, where its operations impact on the community.



Looking south towards Rolleston - the boomgates and flashing lights have now been installed at the Rolleston - Comet Road intersection with the new Bauhinia Regional Rail line.

No mean feat building a railway in remote central Queensland

Construction of the Bauhinia Regional Rail Line is the longest rail line to be built in Queensland in the last two decades. Some challenging construction features included:

- Clearing a 108 km land strip and topsoil stripping
- Moving 2.5 million cubic metres of earthworks to cut and fill
- Building 106 culverts to ensure drainage
- Constructing 21 bridges (including 6 rail bridges, 2 road overpass bridges and 10 underpass bridges)
- Laying 160,000 sleepers. These were manufactured in Rockhampton by Austrack
- Relocating 2 major road overpasses
- Erecting 215 km of fencing along both sides of the corridor

Construction camps to be demobilised

Demobilisation of the workers camps which were home to the almost 400 crew during construction of the Bauhinia rail line has commenced.

The south camp which was located on the Dawson Highway opposite the Rolleston mine entrance and housed 165 workers, was dismantled in mid September. The Mira Camp located halfway between Comet and Rolleston and housed 215 workers, will be demobilised in mid October.

Demobilisation involves removing the portable units and returning the camp sites to their original state. It also includes ensuring any environmental contaminants, like oil spills, are cleaned up.



Dismantling the South Camp

Thanks to traditional owners, Bauhinia Shire and residents

QR and its subcontractors Abigroup, John Holland and Connell Wagner, extend their thanks to the traditional owners of the land and residents of Bauhinia Shire for their co-operation throughout the construction of the rail line.

Project Director, Ian Lock said QR looked forward to being part of the community now that the rail line was operational. He said he hoped that the eighteen-month project had not inconvenienced local people too much and he thanked them for their ongoing support.

QR has worked closely with local indigenous communities to implement a cultural heritage management plan to protect culturally significant sites and artefacts in the area. A keeping place has been created at the southern end of the rail line to store and protect culturally significant artefacts found during construction.

"Bauhinia Shire Council also has helped QR to keep residents informed about the project by distributing this newsletter. If people have queries about the project, they can contact Ian Lock on (07) 3235 2222."