

Stockinbingal to Parkes



What we are doing

The Stockinbingal to Parkes project is about 170km of existing rail corridor in New South Wales.

The rail line in this section is already at the standard required to meet future operational demands, but we need to make enhancements or modifications to some structures including bridges and stations to create the height and width (horizontal and vertical clearances) required for double-stacked freight trains.

We will also build a new crossing loop at Daroobalgie, north of Forbes, to allow trains travelling in opposite directions to pass each other safely.

What's happened

Planning approvals for the Review of Environmental Factors (REF) for each enhancement project were granted between November 2021 and March 2023 with Heritage approval for Forbes Station granted in March 2022.

In June 2023, Inland Rail appointed Martinus Rail to design and construct the Albury to Illabo and Stockinbingal to Parkes sections.

What's next?

Early works in and around Forbes, including the relocation of gas, telecommunications and water utilities, will continue in 2023 and enable an efficient transition to major construction.

Martinus Rail will start construction on the Daroobalgie crossing loop and Wyndham Avenue road bridge in late 2023.

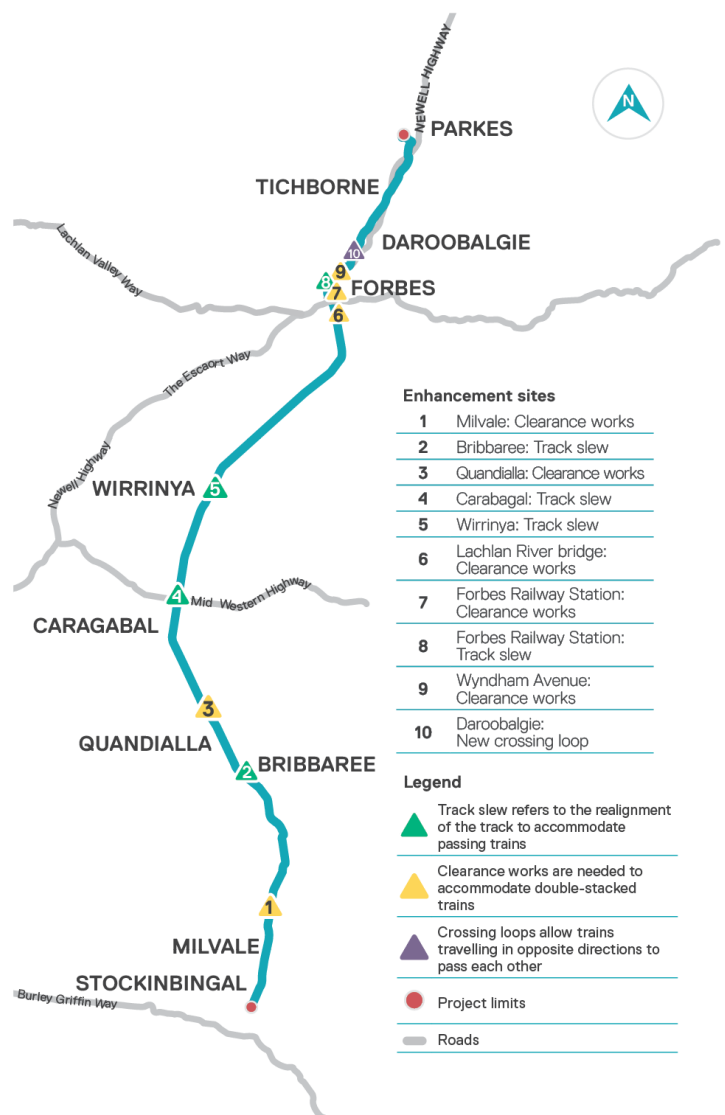
Work in other locations will begin from early 2024. In some locations work will occur during major shutdowns of the rail network.

Stakeholders who may be affected by these works are notified and kept informed throughout. Details of the works can be found on the website at: inlandrail.info/s2p-works

As the awarded construction contractor, Martinus Rail will be required to deliver initiatives and meet targets related to industry participation, employment and workforce development.

Local and Indigenous businesses interested in supply opportunities offered by Martinus Rail should register on the ICN Gateway inlandrail.artc.com.au/opportunities/suppliers/

Supplier Capability and Workforce Participation workshops will be held throughout 2023 to support local businesses and industry interested in tendering for upcoming supply opportunities. Visit inlandrail.com.au/s2p for more details.





Forbes Station

Stockinbingal to Parkes enhancement sites

Daroobalgie crossing loop: The crossing loop at Daroobalgie features 2.21km of new track built to the eastern side of the existing track and will include the replacement and extension of culverts to mitigate flooding on neighbouring land. Community feedback has resulted in an upgrade to the Daroobalgie Road level crossing to be active with boom gates, bells and lights.

Wyndham Avenue track lower: The existing track will be lowered to a maximum depth of 1.5m under the Wyndham Avenue road bridge to increase vertical clearance to 7.1m to allow for double-stacked freight trains.

Lachlan River rail bridge: Will be modified, removing the minimum bracing required and adding a non-intrusive brace design to reinforce the existing structure.

Forbes Station: The awning will be cut back by about 300mm to provide the necessary horizontal clearance, while having full consideration for heritage impacts. In addition, a track slew on the main line up to 540mm for about 500m, and another track slew of the loop track for about 140m will be undertaken.

Milvale water tank: The structure will be slightly modified through limited, but necessary removal of one redundant wire and associated bracket with minimised impacts to the heritage values.

Wirrinya: Track slew up to 350mm for about 520m.

Caragabal: Track slew up to 30 mm for about 250m.

Quandialla: Removal of redundant pipework from a water tank adjacent to the track.

Bribbaree: Track slew up to 300mm for about 940m, including formation and associated drainage works.

Stockinbingal to Parkes fast facts

Train numbers: Recently completed analysis indicates there will not be any significant change of freight rail traffic the Inland Rail alignment to Brisbane is fully complete. A daily peak of 18 Inland Rail trains are forecast in the longer term once Inland Rail is operational.

Train lengths: The length of trains that will use Inland Rail will depend on market requirements. Since 2010, the Inland Rail project scope has been to determine the best possible route enabling 1,800m-long, double-stacked freight trains to travel between Melbourne and Brisbane. Operators are expected to also run trains that are shorter, some with only single-stacked containers.

Impacts on truck numbers and freight movement: Inland Rail will reduce the burden on large B-double trucks to do the heavy lifting of transporting goods around the country. Truck volumes will be reduced in more than 20 of our regional towns and congestion will ease on some of Australia's busiest highways.

Each train could carry the equivalent freight volume of 110 B-double trucks, which means safer, less congested roads and fewer carbon emissions.

Level crossings: On existing rail corridors, including the Stockinbingal to Parkes section of Inland Rail, ARTC does not assess level crossings for treatment where our works will provide sufficient height clearance to run double-stacked trains, as enhancement works in these areas are not expected to impact the existing crossing structures.

Want to know more?

Inland Rail is committed to working with property owners, communities, state and local governments as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments, please let us know.

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