Nomination of the

Gayndah Rail Bridges, Queensland

Ideraway

Reids Creek

Chowey

for ENGINEERING HERITAGE RECOGNITION

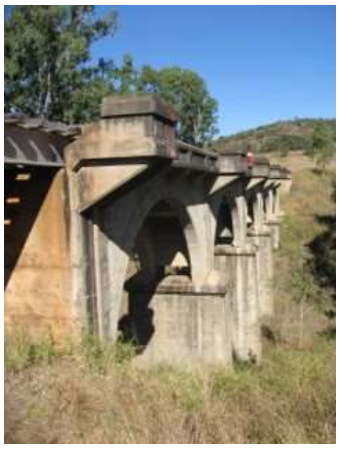
Burnett River

Castor Oil Gully

Baynton's

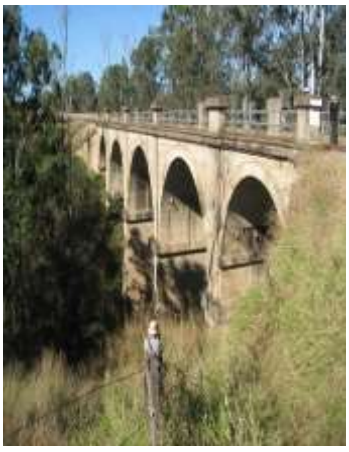
under Engineering Heritage Australia's

Engineering Heritage Recognition Program



Steep Rocky Creek

Humphery #1



Humphery #2

Submitted by: Engineering Heritage Australia (Queensland Branch).
Prepared for EHQ by B. L. McGrath, PSM, and A. Churchward,
October 2015

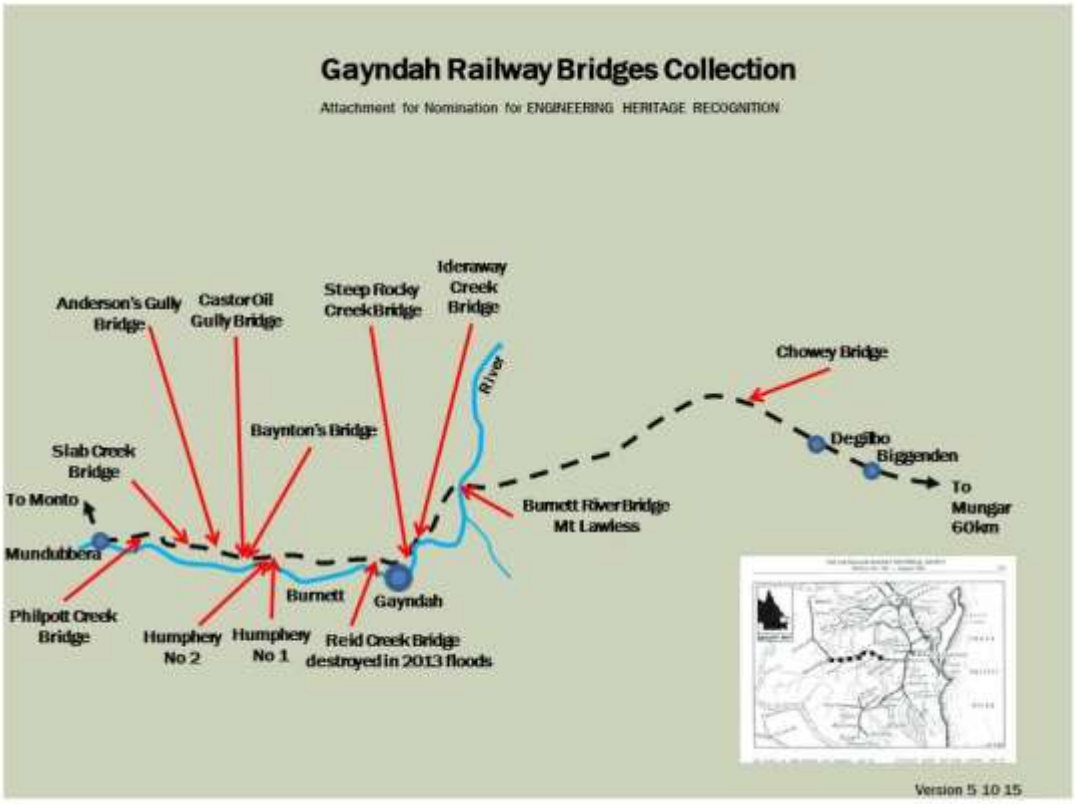
Basic Data

Item Name:	Gayndah Railway Bridges Collection
Location:	These 12 bridges are situated on the Mungar to Mundubbera & Monto Rail Line in Southern Queensland. They stretch a total of some 72km east and west of Gayndah from Deep Creek, 80.01km west from Mungar to Philpott Creek, 156.44km west from Mungar and are shown on the sketch below.
Nearest City:	Maryborough, on the Mary River, 255km north of Brisbane
Nearest Town:	Gayndah, on the Burnett River, 145km west of Maryborough, 366km north of Brisbane
State:	Queensland
Local Government Area:	North Burnett Regional Council
Owner:	Queensland Department of Transport and Main Roads
Current Use:	Nil, rail line closed about 2004, all maintenance ceased about 2012
Design Firm:	Queensland Railways Department
Design Supervision:	Queensland Railways Department
Contract Constructors:	Queensland Railways Department Day Labour

Year Started: 1905

Year Completed: 1914

Locality Sketch:



Sketch showing location of 12 bridges on the Mungar to Mundubbera rail line

Physical Description: This collection of 12 bridges from Deep Creek (Chowey) to Slab Creek and to Philpott Creek featured quite different designs, as detailed below.

Deep Creek (Chowey) Bridge is a concrete arch bridge with centre arch 24.4m, with on each side, one 4.6m concrete arch from the concrete abutment and two 4.6m spandrel arches. The rails are laid on a ballasted deck.
Note that O'Connor (refer References) gives 26.8m for the arch span; this is thought to be incorrect.

Burnett River Bridge, Mt Lawless is a 293.8m long timber-pile supported structure, comprising:

- a concrete planked abutment,
- 17 spans of 2 x 1 x 14ft (4.3m) timber girders on common braced timber trestles,
- 38 spans of 3 x 1 x 18ft (5.5m) timber girders on common braced timber trestles some with flood bracing,
- 3 spans of 2 x 1 x 14ft (4.3m) timber girders on common braced timber trestles,
- and a final concrete planked abutment.

Note that there is a major difference in the number and length of spans in this bridge quoted by Ward, Kerr and O'Connor (refer References). Ward's dimensions have been adopted for this report since he compiled his Recording Form well after O'Connor's book was published, and in fact notes O'Connor's different figures, but stated the number and length of spans set out above.

Ideraway Creek Bridge has

- a main span of 4 x 150ft (45.4m) underslung pin-jointed fish-belly steel trusses with, on each end,
- 1 span of 3 x 1 x 18ft (5.5 m) timber girders, and
- 1 span of 3 x 1 x 20ft (6.1m) timber girders on common timber trestles leading to concrete abutments.

Steep Rocky Creek Bridge comprises

- one 26ft (7.92m) RSJ span of three joists,
- five 28ft (8.53m) reinforced concrete arches,
- and one 26ft (7.92m) RSJ span of three joists,
- supported on six concrete piers and two concrete abutments.

The track over the arched section is ballasted.

Reids Creek Bridge commences with

- an approach span of 2 x 20ft (6.1m) RSJs leading to a concrete abutment and common concrete pier on a cylindrical concrete base,
- a 60ft (18.3m) riveted 4-panel half-through Pratt truss, supported on common concrete piers on cylindrical bases,
- two 100ft (30.5m) riveted 4-panel through Pratt trusses, supported on common concrete piers on cylindrical bases,
- a 60ft (18.3m) riveted 4-panel half-through Pratt truss on a common concrete pier and a concrete abutment.

Humphery #1 Bridge is constructed of

- 1 span of 2 x 20ft (6.1m) RSJs, supported on a concrete abutment and common concrete pier,
- a span of 3 x 31ft (9.5m) RSJs supported on common concrete piers,
- 2 spans of 3 x 61ft (18.6m) riveted 12-panel deck-type lattice trusses (1.5m panels) supported on common concrete piers,
- 1 span 3 x 31ft (9.5m) RSJs on common concrete piers
- 1 span of 2 x 20ft (6.1m) RSJs on common concrete pier and concrete abutment.

Humphery #2 Bridge comprises

- a 26ft (7.9m) concrete arch on a concrete abutment and common concrete pier,
- three 35ft (10.67m) reinforced concrete discontinuous wall-type pinned concrete arches on common concrete piers,
- a 26ft (7.9m) concrete arch supported on a common concrete pier and concrete abutment.

The rails are laid on a ballasted deck.

Baynton's Bridge, Boomerang has

- 4 spans of 3 x 1 x 4m timber girders supported on a concrete abutment, 3 common timber trestles and a common concrete pier
- a main span of 3 x 60ft (18.3m) rivetted 12-panel (each 1.5m) deck-type lattice trusses on common concrete piers,
- 6 spans of 3 x 1 x 4m timber girders supported on a common concrete pier, 5 common timber trestles and a concrete abutment.

Castor Oil Gully Bridge has a centre span of three 60ft (18.3m) lattice girders supported on common concrete piers, flanked by one span of 3 x 31ft (9.5m) RSJs on common concrete piers and 3 spans of timber longitudinal girders supported on common timber trestles and a concrete abutment.

Anderson's Gully (Wain's) Bridge at Boomerang has

- a concrete abutment,
- one span of 3 x 1 x 16ft (4.9m) and 3 spans of 3 x 1 x 18ft (5.5m) timber girders supported on common timber trestles, and for the last of these spans on a common concrete pier,
- 1 span of 3 x 31ft (9.4m) RSJs on common concrete piers,
- 2 spans of 3 x 31ft 6in (9.6m) RSJs on common concrete piers,
- 1 span of 2 x 51ft (15.54) 10-panel deck-type lattice truss (1.5m panels) with open decking on common concrete piers,
- 1 span of 3 x 31ft (9.6m) RSJs on common concrete piers,
- 1 span of 3 x 1 x 18ft (5.5m) timber girders, on a common concrete pier and common timber trestles,
- 1 span of 3 x 1 x 16ft (4.9m) timber girders on common timber trestles
- and an embankment.

Slab Creek Hut Bridge has

- an embankment
- a span of 3 x 1 x16ft (4.88m) timber girders on a common abutment and common unbraced timber trestle,
- 3 spans of x 3 x 1 x 18ft (5.49m) timber girders, on a common unbraced timber trestle, common double braced timber trestle and common concrete pier,
- 2 spans of 2 x 60ft (18.29m) riveted deck-type plate girders on common concrete piers,
- a span of 3 x 1 x 18ft (5.49m) timber girders on a common concrete pier and common double-braced timber trestle,
- a span of 3 x 1 x 14ft (4.27m) timber girders on a common double-braced timber trestle and a common unbraced timber trestle,
- a final span of 3 x 1 x 12ft (3.66m)timber girders on a common unbraced timber trestle and concrete abutment.

Philpott Creek Bridge

- Similar to Slab Creek Hut Bridge but with a single central span of riveted deck-type plate girders with adjacent spans of RSJs

Physical Condition: Since maintenance of the line has ceased, the steady decline of these structures has continued, and is expected to continue. The large flood in the area in 2013 removed some centre spans of the Burnett River Bridge and completely destroyed the superstructure of the Reids Creek truss bridge.

Modification & Dates: Normal maintenance in the almost 100 years this rail line operated would have seen replacement of timber elements as required from time to time, as well as packing plates and occasional steel members when damage or corrosion necessitated. In Ideraway, Castor Oil Gully, Anderson's Gully, and Humphery #1 bridges, elements incorporated in their construction had originated in earlier bridges.

Heritage Listings: The following 4 bridges were entered on the Queensland Heritage Register, on 21st October, 1992:

Deep Creek Railway Bridge, Chowey
Place ID 600031

Ideraway Creek Railway Bridge, Ideraway
Place ID 600519

Steep Rocky Creek Railway Bridge, Ideraway
Place ID 600520

Rail Bridge Humphery, Place ID 600518 (This is Humphery #2 Bridge)

History

The development of Queensland as a State in the late 19th and early 20th centuries was characterised by the construction of rail lines, firstly in the south-east of the State from Ipswich to Bigge's Camp (later named Grandchester) in the 1860s and later from Brisbane, Rockhampton and Townsville into the agricultural and mining areas in the hinterlands of those towns. The final rail link-up of the coastal towns from Brisbane to Cairns was effected in 1923. While rail construction eased in the mid- twentieth century, it has seen a resurgence in the latter years of that century, a resurgence fuelled by the demands of the large mining areas and which continues today.

Queensland had been opened up for free settlement in 1839. The Darling Downs was being settled by 1840. The grazing property, Tarameo station, was established by 1842 in the Nanango district and also C.R. Haly had established Taabinga station by the same year. Simon Scott, the owner of Tarameo and two others sought for sheep country further north in that same year.
In November 1842, Henry Stuart Russell searched for sheep country with two companions, William Orton and an Aborigine named Jemmy and reached the Burnett watershed. He thought a stream he discovered was the headwaters of the River Boyne, discovered earlier by John Oxley, and which enters the sea at Gladstone, but in 1847 surveyor James Charles Burnett traced the river which bears his name to where it flows into Hervey Bay at Bundaberg. Interestingly, the name Boyne was retained for the tributary of the Burnett River discovered by Russell, so there are 2 streams named River Boyne in southern Queensland. Russell made his way into the Gayndah district early in 1843. He selected Burrandowan station 30 miles west of Kingaroy early in 1843.
In summary, the early European exploration of this area was carried out by persons seeking grazing lands, rather than by dedicated explorers, and land was fairly rapidly taken up for grazing.

By 1860, talks were being held regarding the possibility of constructing a tramway/railway from the Port of Maryborough to the Central Burnett Districts; nothing came of those discussions. The coastal railway arrived in Maryborough from Gympie in August 1881, and this gave rise to renewed interest in a rail line to serve the Burnett District.

Work commenced on the line from Mungar in 1889 and proceeded until it reached Degilbo, 74km west of Mungar in 1893. The depression of the early 1890s resulted in further construction being halted and Degilbo was the terminus of the line until work resumed in 1903 when surveyor George Phillips commenced surveys of possible routes for extension of the rail line from Degilbo to Gayndah, His report of 1904 was accepted as to the route of the line and work commenced almost immediately. Chowey Bridge was completed by December 1905 and the Burnett River Bridge early in 1906 and the railway reached Gayndah on 16th December 1907.

On 7th July 1911, construction commenced on the extension to Mundubbera and the railway arrived there on 3rd February 1914.

Assessment of Significance

Historic Phase

The Railway from Mungar on the Maryborough line to Degilbo was constructed between 1889 and 1893 when economic conditions forced the cessation of further work on the line. The Degilbo to Gayndah section of the line was constructed between 1903 and 1907 and the line to Mundubbera was constructed between 1911 and 1914. It was constructed in an era when rail, the dominant form of land transport for meat, dairy and agricultural products, was being extended throughout the State. For example, this was the era when the Jericho to Blackall line was under construction in Western Queensland, a siding from which, constructed in 1907, served the Blackall Woolscour. In the southeast of the State, the Brisbane Valley Railway was under construction in the 1910s; the bridge over Lockyer Creek on this line has also been entered on the Queensland State Heritage Register.

Historic Association

Initially the rail line was to serve the grazing operations – mainly sheep – in the region, but the potential of the Burnett region for agricultural pursuits gradually gained the ascendency, and although dairying continued to be an important industry in the region, this line served predominantly fruit-growing and other agricultural products operations until its closure in the early part of the 21st century.

Creative/Technical Achievement

Each one of these bridges exhibits both creative and technical achievement for the era in which they were constructed and the reuse of spans from earlier bridges.. They are situated relatively close together, with chainages west from Mungar being

Chowey	80.01km
Burnett River at Mt Lawless	113.88
Ideraway	121.4
Steep Rocky Creek	122.7
Reids Creek	130.05
Humphery #1	144.87
Humphery #2	145.25
Baynton's	146.32
Castor Oil Gully	147.05

Anderson's Gully	150.5
Slab Creek	152.27
Philpott Creek	156.44

Chowey Bridge is an historic arched concrete bridge which William Pagan, Railways Department Chief Engineer, described in his 1905 Annual Report as "a concrete bridge of somewhat novel design". It was the second concrete arch railway bridge to be constructed in Queensland after Swanson's Bridge at Rangeview (33ft, 10m) constructed in 1899. There were four concrete arch overbridges previous to this. The one at Petrie Terrace in Brisbane (47ft, 14.3m) constructed in 1897 and Swanson's Bridge at Rangeview (33ft, 10m) constructed in 1899 is the only one remaining.. The Chowey arch was considerably longer than both of these predecessors. It in fact has the second longest span of its type in Queensland. It was constructed by day labour, with the sand aggregate being obtained from the bed of Deep Creek and raised by tramway. A slender timber falsework facilitated the construction. All of these aspects resulted in a very economical structure.

Burnett River Bridge at Mt Lawless is a 964ft (293.8m) long timber bridge of fairly conventional design. It features extensive flood bracing, and was designed so as to be submerged by any appreciable flow in the river. Piles driven in the main channel just upstream of the bridge functioned to "spin" large flood-borne logs so as to "spear" them through between the timber trestles. However, it didn't stand up to the 2013 floods.

Ideraway Creek Bridge is commonly known as the "Upside-down Bridge". The 4 pin-jointed fishbelly trusses supporting the main span of this bridge were originally used as falsework in the construction of the Burdekin River Bridge at Macrossan, completed in 1899 with 250ft (76.2m) spans. This falsework was then reused to construct a replacement bridge of 150ft (45.7m) spans at Sadlier's Crossing, (near Ipswich, southern Queensland) completed in 1902. The reuse of these trusses to their final "resting place" at Ideraway is another indication that William Pagan possessed a keen engineering mind bent on achieving the most from the money available for the development of the rail lines of the State.

Steep Rocky Creek Bridge features 5 concrete arches crossing a ravine north of the Burnett River near Gayndah. It represents a further stage in reinforced concrete bridge design following on Chowey, as it departs substantially from the designs used for stone arches.

The bridge across Reids Creek near Gayndah was constructed in 1911, and its arrangement of Pratt Truss main spans and half-through Pratt Truss approach spans is not common in Queensland. Some of the cylinders used in this bridge were cast by Walkers at Maryborough, Queensland and were originally intended to be used in a proposed high-level bridge across the Burdekin River at Home Hill in 1910.

Humphery #1 Bridge is one of a number of Queensland rail bridges which had reused trusses. These riveted lattice truss main spans were originally part of a

bridge over Neerkol Creek near Rockhampton, built in 1867 and modified for reuse here.

Humphery #2 Bridge is situated some 0.5km to the west of Humphery #1 bridge, and for the shorter span required at this crossing, Pagan returned to the concrete arch form, designing discontinuous wall-type pinned arches in concrete. This was the sixth and last concrete arch rail bridge built in Queensland.

Baynton's Bridge is another of the bridges with reused trusses. In that respect, it has characteristics similar to Humphery #1.

Castor Oil Gully Bridge is thought to have its girders reconstructed from an earlier (1865+/-) bridge over Wide Gully on the first rail line in Queensland, which ran from Ipswich to Grandchester. As such, it would comprise the oldest bridge spans in the State.

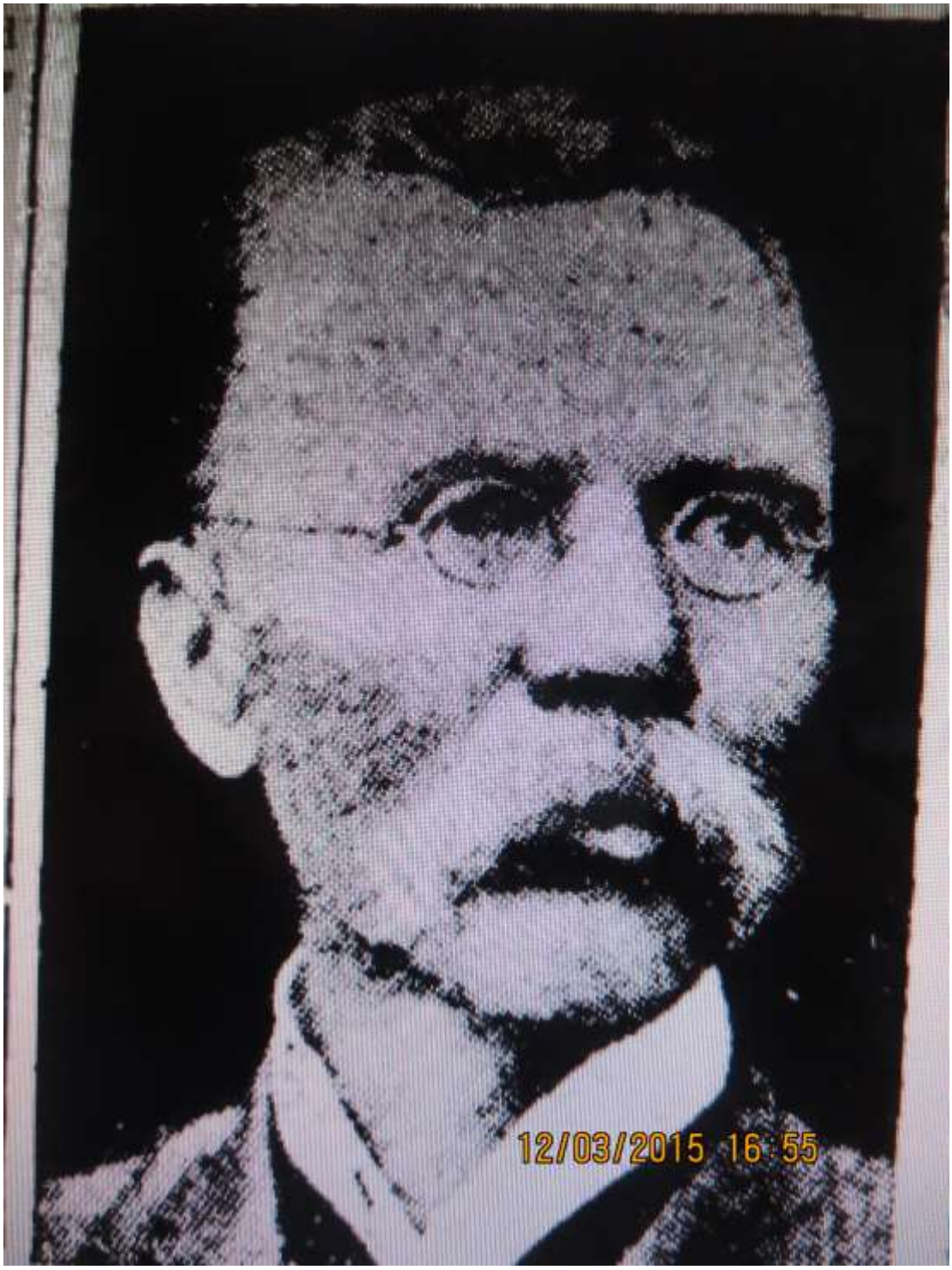
Anderson's Gully (Wain's) Bridge also features lattice trusses which were recycled from an earlier rail bridge.

Slab Creek Bridge and Philpott Creek Bridge are examples of plate girder bridges on the Mungar to Monto line, and are the 11th and 12th significant bridges on that section of line between Muan and Mundubbera, a section of the line more or less centred on Gayndah.

William Pagan was born in Scotland in 1850 and died at Southport in Queensland on 9 September 1924. After an extensive career in Scotland, England, United States of America, South America and the Caribbean, he arrived in Sydney, Australia in September 1878. After engaging in private practice and in the service of the New South Wales Government, he joined Queensland Railways and was appointed a District Engineer on 21 January 1882.

In 1889 he went to the Brisbane head office as Principal Assistant to the Chief Engineer and after holding several senior positions was appointed Chief Engineer in 1902 succeeding HC Stanley. He became Deputy Commissioner for Railways in 1911 and in 1915 he was transferred to Townsville, still as Deputy Commissioner. He was succeeded as Chief Engineer by Norris Garret Bell in 1911, but by that time, most of the work on the Mungar to Monto line had either been completed or was designed and under construction.

One of the most important features of Pagan's time as Chief Engineer was his introduction of day-labour construction of rail lines, including the associated rail bridges. This proved to be of great financial benefit to the department and the State's coffers. But it is obvious from the Gayndah Rail Bridges that Pagan was a forward-thinker about bridge design, introduced many innovative structures and had an eye for incorporation into new structures previously constructed bridge elements where same would result in, if not a better design, at least a less costly one.



William Pagan

Research Potential

The technology of bridge building has progressed since these significant railway bridges were designed and constructed. There is no potential for research in the concrete, timber or steel materials used in these bridges.

Social Relevance

The rail line from Degilbo to Mundubbera, was constructed between 1905 and 1914 and met the social and economic needs of the farmers and graziers of the Burnett Region and the citizens of the small settlements along the line and in the larger town of Gayndah. With its significant bridges, it continued to fulfil this socially relevant role for almost a century.

Rarity/Representativeness

There are many aspects of these 11 bridges which were ground-breaking in their day, but the techniques introduced in their design and construction are no longer rare.

Integrity/ Intactness

Since the rail line from Mungar to Monto was closed in the early 2000s, it may be expected that the structures the subject of this nomination will continue to deteriorate with the passage of years. Indeed one - Burnett River Bridge at Mt Lawless - has already suffered major damage and the Reids Creek Bridge was completely destroyed, both in the 2013 floods. It is therefore essential that these structures be documented before further deterioration takes them from view.

Statement of Significance

The 11 Railway bridges on the Mungar to Mundubbera line listed in this nomination were highly significant when constructed, evidencing new design approaches and construction methods. As a collection of bridges, their variation in type and proximity to each other on the same rail line, is considered unique.

Their significance continues today as a tangible reminder of the engineering techniques and achievements of the railway engineers of the early 20th century.

Acknowledgments

Mr John Mellor of Gayndah has been a great promoter of the Gayndah Railway Bridges, and EHQ is extremely grateful to him for the historical and contemporary documents he provided from his extensive collection. Much valuable information for this nomination was gleaned from John's documents.

Both Queensland Rail and the Queensland Department of Transport and Main Roads have been very supportive of this project, supplying photos and updates on the future of the rail line.

A local group, the "Gayndah Heritage Railway Rail Trail " was formed in April 2014 wjth a view to preserving a section of the Mungar to Mundubbera rail near Gayndah with eventually making it available for tourist purposes. The Board of Management of that organization has been a supportive contributor to this nomination.

The cover photographs were taken by B. McGrath in a visit to nine of these bridges in the Gayndah area in June 2011, a visit which sparked his interest in nominating this unique collect of interesting bridges for Engineering Heritage Recognition.

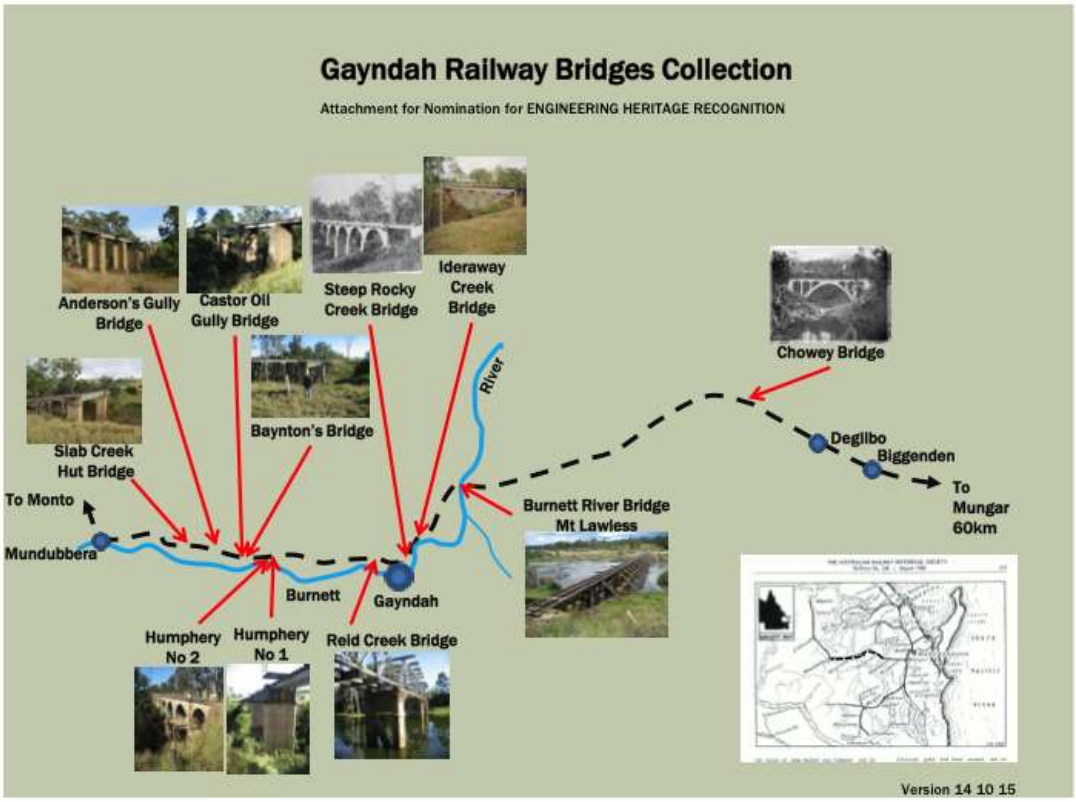
Interpretation Panel Content Outline

It is envisaged that the IP will feature

- a sketch map of the line from Mungar to Mundubbera on which will be marked the location, names and photographs of the 11 bridges listed in this nomination – see sketch below
- selected larger photographs of some/many/most/all of the bridges will be added as space permits
- a typical general arrangement from an extant plan of one (at least) of these bridges
- a photograph and brief history of William Pagan to be displayed prominently
- Logos: most or all of the following Engineers Australia, North Burnett Regional Council, Queensland Rail, Queensland Department of Transport and Main Roads
- the EHA heritage recognition marker disc
- the EHA EHR QR Code

It is planned that a suitable site in the town of Gayndah, readily accessible to residents and visitors alike, will be sought for the IP.

Locality sketch for the IP



Marker Award ceremony An on-site recognition ceremony is planned for mid-2016.

References

Queensland Heritage Register Bridge Information

1. Deep Creek Railway Bridge, Chowey Place ID 600031
2. Ideraway Creek Railway Bridge, Ideraway Place ID 600519
3. Steep Rocky Creek Railway Bridge, Ideraway Place ID 600520
4. Rail Bridge Humphery Place ID 600518 (This is Humphery #2 Bridge)
5. Lockyer Creek Railway Bridge. Place ID600515

General Historical Information

1. *A History of Queensland Rail,* compiled and published by QR Corporate Affairs and Marketing, an MS from John Mellor's Collection
2. *The Railway, Western Extension*, an MS by the late Doreen O'Sullivan, a Toowoomba poet and author.
3. The Royal Geographical Society of Queensland Inc, *Queensland by Degrees Project, Monogorilby 26˚S, 151˚E and Tansey 26˚S, 152˚E.* The website is www.rgsq.org.au

Other Bridge Information

1. *Railway Heritage Place Recording Form,* for Chowey, Burnett River, Ideraway, Reids Creek, Humphery #1, Humphery #2, Baynton's, Anderson's Gully, and Slab Creek Bridges from a 1995 Identification Survey by Andrew Ward, Architectural Historian.
2. *Queensland Rail Heritage Report, 1993,* by John Kerr for Ideraway, Deep Creek, Steep Rocky Creek, and Castor Oil Gully Bridges.
3. *Register of Australian Historic Bridges* by Colin O'Connor, published by The Institution of Engineers, Australia and the Australian Heritage Commission; reprinted January 1984. This volume contains information on Chowey, Burnett River, Ideraway, Steep Rocky Creek, Reids Creek, Humphery #1 and Humphery #2 bridges.
4. *Gayndah's Unique Railway Bridges,* an MS Compiled by Cr. John Mellor.
5. *History is Washed Away,* article in local paper South Burnett Times by Brandon Livesay, 13th February, 2013.

William Pagan

1. *Council of Heads of Australasian Herberia (CHAH) and Australian National Herbarium Biographical Notes.* The website is www.cpbr.gov.au/biography/pagan-william

2. *Important Railway Changes,* article from Brisbane Courier, Friday, 2 June 1911, accessed through Trove. This article also contains some information about Pagan's successor as Chief Engineer, Mr NG Bell.
3. *State Library of Queensland, Index of People called before Queensland Government Committees. Part I, 1860 to 1901* (Pagan has 2 entries*); Part 2, 1902 to 1920* (Pagan has 42 entries, ending in 1918). The website is http://fhr.slq.qld.gov.au/committees.

Agreement of Owner

The Queensland Department of Transport and Main Roads is the owner of the rail corridor now that Queensland Rail no longer operates the line. The Department advised as follows:

Queensland Government

Office of the Director-General

Department of **Transport and Main Roads**

Our ref: DG29892

03 JUN 2015

Mr Andrew Barnes
Chair
Engineering Heritage Queensland
Engineers Australia
PO Box 864
SPRING HILL QLD 4004

Dear Mr Barnes

Thank you for your letter of 20 May 2015 about a proposal to nominate eleven railway bridges on the Gayndah–Monto rail branch for recognition under Engineering Heritage Australia's Engineering Recognition Program.

The Department of Transport and Main Roads agrees with the nomination and to the proposal for a Heritage Marker and Interpretation Panel at a site in Gayndah, as described in your letter.

Should you require further information or clarification, I encourage you to contact Mr James Smith, Environmental Officer on 3066 4264 or by email at james.a.smith@tmr.qld.gov.au, or Mr Noel Thompson, Senior Advisor on 3066 7443 or by email at noel.l.thompson@tmr.qld.gov.au.

Thank you for your interest in the Gayndah–Monto rail bridges and I look forward to our future association.

Yours sincerely

Neil Scales.

Neil Scales
Director-General
Department of Transport and Main Roads

85 George Street Brisbane
GPO Box 1549 Brisbane
Queensland 4001 Australia

Telephone +61 7 3066 7316
Facsimile +61 7 3066 7122
Website www.tmr.qld.gov.au
ABN 39 407 690 291

Since it is proposed to locate the Interpretation Panel in the town of Gayndah, the agreement of the Local Authority, the North Burnett Regional Council was sought and the following agreement was made

NORTH BURNETT
REGIONAL COUNCIL

Mailing Address: PO Box 390, Gayndah Qld 4625
Street Address: 34-36 Capper Street, Gayndah Qld 4625
Telephone: 1300 696 272
Facsimile: (07) 4161 1425
Email: admin@northburnett.qld.gov.au
Web: www.northburnett.qld.gov.au
ABN: 23 439 388 197

Your Reference:
Our Reference: CrDW>CFW 695186

1 Mayl 2015

Mr Andrew Barnes
Engineering Heritage Queensland
Engineering House
447 Upper Edward St
BRISBANE QLD 4000

11 MAY 2015

Office of the Mayor – Cr Don Waugh

Dear Andrew,

RE: Engineering Heritage Marker – Gayndah Rail Bridges

We sincerely thank you for the nominations of the eleven bridges for recognition on the Monto to Mundubbera rail line, and humbly accept these nominations with appreciation.

We look forward to participating in the Awards ceremony, and the opportunity to discuss your placing of the Marker and Interpretation Panel in Gayndah. We appreciate the practicality of placing this signage in one central location, and as such are currently consulting the community in regards to the appropriate location for placement.

Please contact our General Manager of Corporate and Community, David Wiskar on 0498 669 940, to make any necessary arrangements for the plaques and ceremony.

Thank you for your time.

Yours sincerely,

Cr Don Waugh
Mayor

Address all correspondence to the Chief Executive Officer

Attachments

Original Bridge drawings supplied by Queensland Railways

1. Bridge over Deep Creek (Chowey)
2. Bridge over Deep Creek (Chowey) arch stress sheet
3. Burnett River Bridge
4. Iderway Creek Bridge
5. Steep Rocky Creek Bridge
6. Reids Creek Bridge
7. Humphery #1 Bridge
8. Humphery #2 Bridge
9. Baynton's Bridge
10. Castor Oil Gully Bridge
11. Anderson's Gully Bridge
12. Slab Creek Bridge