

# Degilbo to Mundubbera Railway Bridges

## Drawings of Bridges

The following 12 drawings from the records of Queensland Railways show the details of 11 of the 12 bridges covered by this nomination.

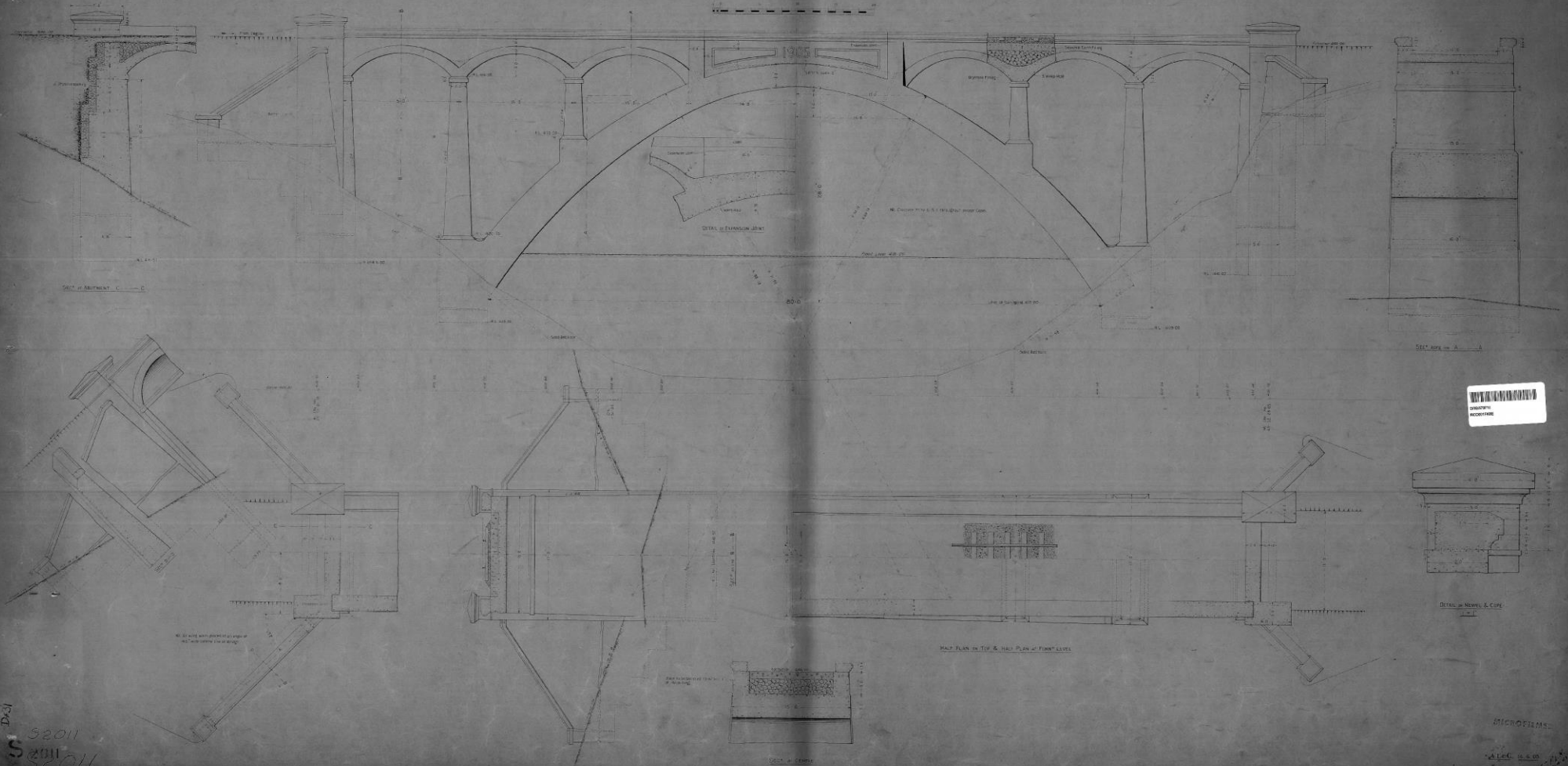
The following table shows the bridge name, distance from Mungar converted to kilometres, the drawing number and the bridge number where shown on the drawings.

Bridge Name	Distance from Mungar in km	Drawing Number	Bridge Number (where shown)
Deep Creek (Chowey Bridge)	80.10	S2011 S5753	
Burnett River Bridge	113.78	S2669	
Ideraway Creek Bridge	121.40	S2698	9
Steep Rocky Creek Bridge	122.70	S2735	
Reids Creek Bridge	130.00	S4002	
Humphery No.1 Bridge	144.87	S4209	10
Humphery No.2 Bridge	145.25	S4053	11
Bayntons Bridge	146.32	S4087	12
Castor Oil Gully Bridge	147.05	S4285	13
Andersons Gully Bridge	150.50	S4300	14
Slab Creek Bridge	152.27	S4301	15
Philpott Creek Bridge	-	-	

— QUEENSLAND RAILWAYS —  
 — GAYNDAH BRANCH — EXTENSION TO WETHERON —  
 — BRIDGE OVER DEEP CREEK —

Drawing No 10.

Scale to 1/2" = 100' 0" 1/2"



D-31  
 52011  
 52011  
 52011

MICROFILMS  
 A 100 0 0 0

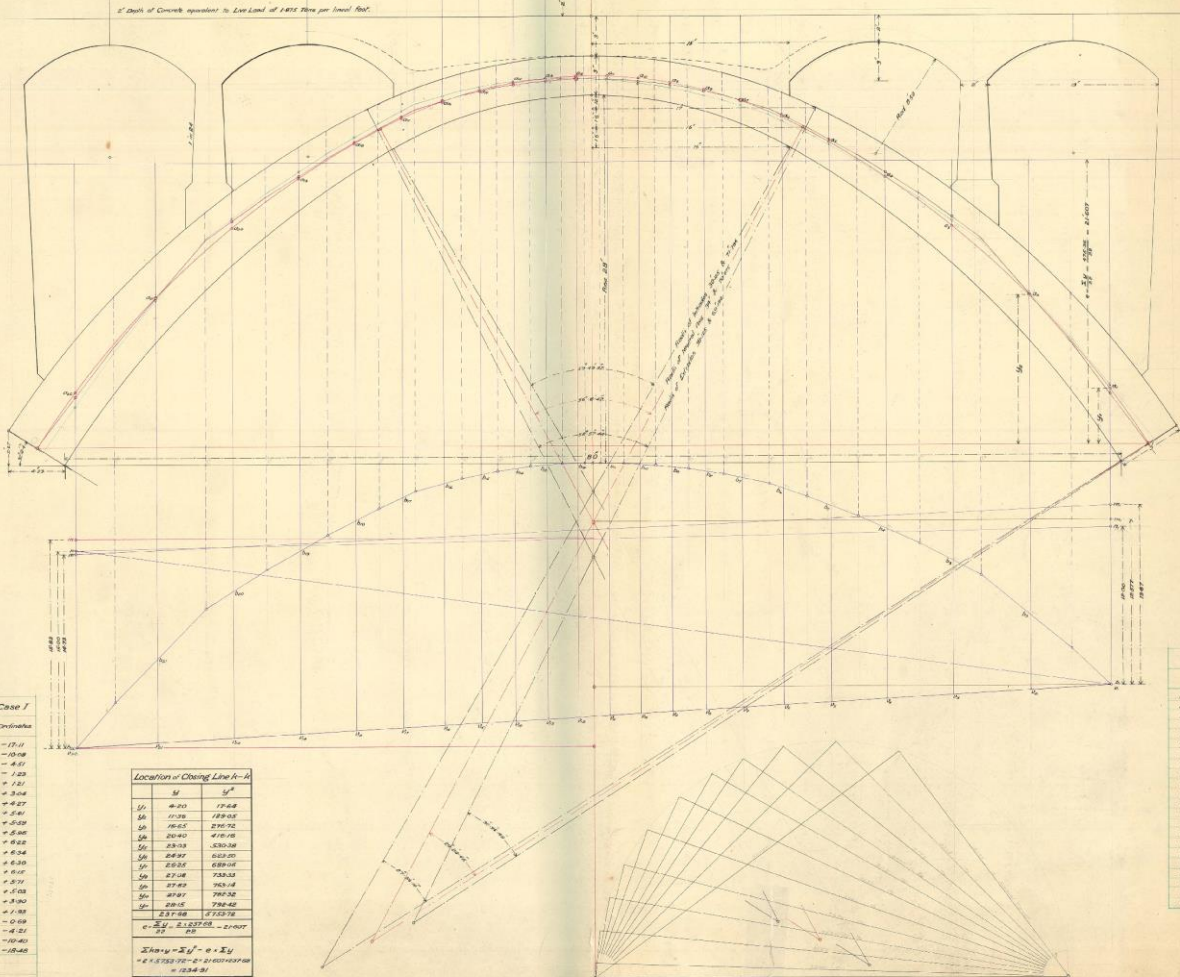
# QUEENSLAND RAILWAYS

## GAYNDAH BRANCH EXTENSION TO WETHERON

### DEEP CREEK BRIDGE 80 FT ARCH STRESS SHEET

**CASE I Half Span covered by Live Load**

Point	Dead Load	Live Load	Total	Stress
1	1000	0	1000	0
2	1500	0	1500	0
3	2000	0	2000	0
4	2500	0	2500	0
5	3000	0	3000	0
6	3500	0	3500	0
7	4000	0	4000	0
8	4500	0	4500	0
9	5000	0	5000	0
10	5500	0	5500	0
11	6000	0	6000	0
12	6500	0	6500	0
13	7000	0	7000	0
14	7500	0	7500	0
15	8000	0	8000	0
16	8500	0	8500	0
17	9000	0	9000	0
18	9500	0	9500	0
19	10000	0	10000	0
20	10500	0	10500	0
21	11000	0	11000	0
22	11500	0	11500	0
23	12000	0	12000	0
24	12500	0	12500	0
25	13000	0	13000	0
26	13500	0	13500	0
27	14000	0	14000	0
28	14500	0	14500	0
29	15000	0	15000	0
30	15500	0	15500	0
31	16000	0	16000	0
32	16500	0	16500	0
33	17000	0	17000	0
34	17500	0	17500	0
35	18000	0	18000	0
36	18500	0	18500	0
37	19000	0	19000	0
38	19500	0	19500	0
39	20000	0	20000	0
40	20500	0	20500	0
41	21000	0	21000	0
42	21500	0	21500	0
43	22000	0	22000	0
44	22500	0	22500	0
45	23000	0	23000	0
46	23500	0	23500	0
47	24000	0	24000	0
48	24500	0	24500	0
49	25000	0	25000	0
50	25500	0	25500	0
51	26000	0	26000	0
52	26500	0	26500	0
53	27000	0	27000	0
54	27500	0	27500	0
55	28000	0	28000	0
56	28500	0	28500	0
57	29000	0	29000	0
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60	30500	0	30500	0
61	31000	0	31000	0
62	31500	0	31500	0
63	32000	0	32000	0
64	32500	0	32500	0
65	33000	0	33000	0
66	33500	0	33500	0
67	34000	0	34000	0
68	34500	0	34500	0
69	35000	0	35000	0
70	35500	0	35500	0
71	36000	0	36000	0
72	36500	0	36500	0
73	37000	0	37000	0
74	37500	0	37500	0
75	38000	0	38000	0
76	38500	0	38500	0
77	39000	0	39000	0
78	39500	0	39500	0
79	40000	0	40000	0
80	40500	0	40500	0
81	41000	0	41000	0
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146	73500	0	73500	0
147	74000	0	74000	0
148	74500	0	74500	0
149	75000	0	75000	0
150	75500	0	75500	0
151	76000	0	76000	0
152	76500	0	76500	0
153	77000	0	77000	0
154	77500	0	77500	0
155	78000	0	78000	0
156	78500	0	78500	0
157	79000	0	79000	0
158	79500	0	79500	0
159	80000	0	80000	0



**PRESSURE LINES**  
 CASE I - Live Load on Half Span  
 CASE II - No Live Load  
 CASE III - Full Live Load

**Ordinates from k-k to Pressure Line Case I**

m	y	Factor	Ordinate
0	0	1.00	0.00
1	1.00	0.98	0.98
2	2.00	0.96	1.92
3	3.00	0.94	2.82
4	4.00	0.92	3.68
5	5.00	0.90	4.50
6	6.00	0.88	5.28
7	7.00	0.86	6.02
8	8.00	0.84	6.72
9	9.00	0.82	7.38
10	10.00	0.80	8.00
11	11.00	0.78	8.58
12	12.00	0.76	9.12
13	13.00	0.74	9.62
14	14.00	0.72	10.08
15	15.00	0.70	10.50
16	16.00	0.68	10.88
17	17.00	0.66	11.22
18	18.00	0.64	11.52
19	19.00	0.62	11.78
20	20.00	0.60	12.00
21	21.00	0.58	12.18
22	22.00	0.56	12.32
23	23.00	0.54	12.42
24	24.00	0.52	12.48
25	25.00	0.50	12.50
26	26.00	0.48	12.48
27	27.00	0.46	12.42
28	28.00	0.44	12.32
29	29.00	0.42	12.18
30	30.00	0.40	12.00
31	31.00	0.38	11.78
32	32.00	0.36	11.52
33	33.00	0.34	11.22
34	34.00	0.32	10.88
35	35.00	0.30	10.50
36	36.00	0.28	10.08
37	37.00	0.26	9.62
38	38.00	0.24	9.12
39	39.00	0.22	8.58
40	40.00	0.20	8.00
41	41.00	0.18	7.38
42	42.00	0.16	6.72
43	43.00	0.14	6.02
44	44.00	0.12	5.28
45	45.00	0.10	4.50
46	46.00	0.08	3.68
47	47.00	0.06	2.82
48	48.00	0.04	1.92
49	49.00	0.02	0.98
50	50.00	0.00	0.00

**Location of Cheek Line k-k**

M	y'
0	0
1	1.00
2	2.00
3	3.00
4	4.00
5	5.00
6	6.00
7	7.00
8	8.00
9	9.00
10	10.00
11	11.00
12	12.00
13	13.00
14	14.00
15	15.00
16	16.00
17	17.00
18	18.00
19	19.00
20	20.00
21	21.00
22	22.00
23	23.00
24	24.00
25	25.00
26	26.00
27	27.00
28	28.00
29	29.00
30	30.00
31	31.00
32	32.00
33	33.00
34	34.00
35	35.00
36	36.00
37	37.00
38	38.00
39	39.00
40	40.00
41	41.00
42	42.00
43	43.00
44	44.00
45	45.00
46	46.00
47	47.00
48	48.00
49	49.00
50	50.00

**Stresses for a Rise in Temperature of 40° Fahr**

Point	Normal Stress	Extraneous Stress	Intrinsic Stress	Combined Stress
1	0	0	0	0
2	1000	0	0	1000
3	1500	0	0	1500
4	2000	0	0	2000
5	2500	0	0	2500
6	3000	0	0	3000
7	3500	0	0	3500
8	4000	0	0	4000
9	4500	0	0	4500
10	5000	0	0	5000
11	5500	0	0	5500
12	6000	0	0	6000
13	6500	0	0	6500
14	7000	0	0	7000
15	7500	0	0	7500
16	8000	0	0	8000
17	8500	0	0	8500
18	9000	0	0	9000
19	9500	0	0	9500
20	10000	0	0	10000
21	10500	0	0	10500
22	11000	0	0	11000
23	11500	0	0	11500
24	12000	0	0	12000
25	12500	0	0	12500
26	13000	0	0	13000
27	13500	0	0	13500
28	14000	0	0	14000
29	14500	0	0	14500
30	15000	0	0	15000
31	15500	0	0	15500
32	16000	0	0	16000
33	16500			



# QUEENSLAND RAILWAYS

DRAWING NO 16

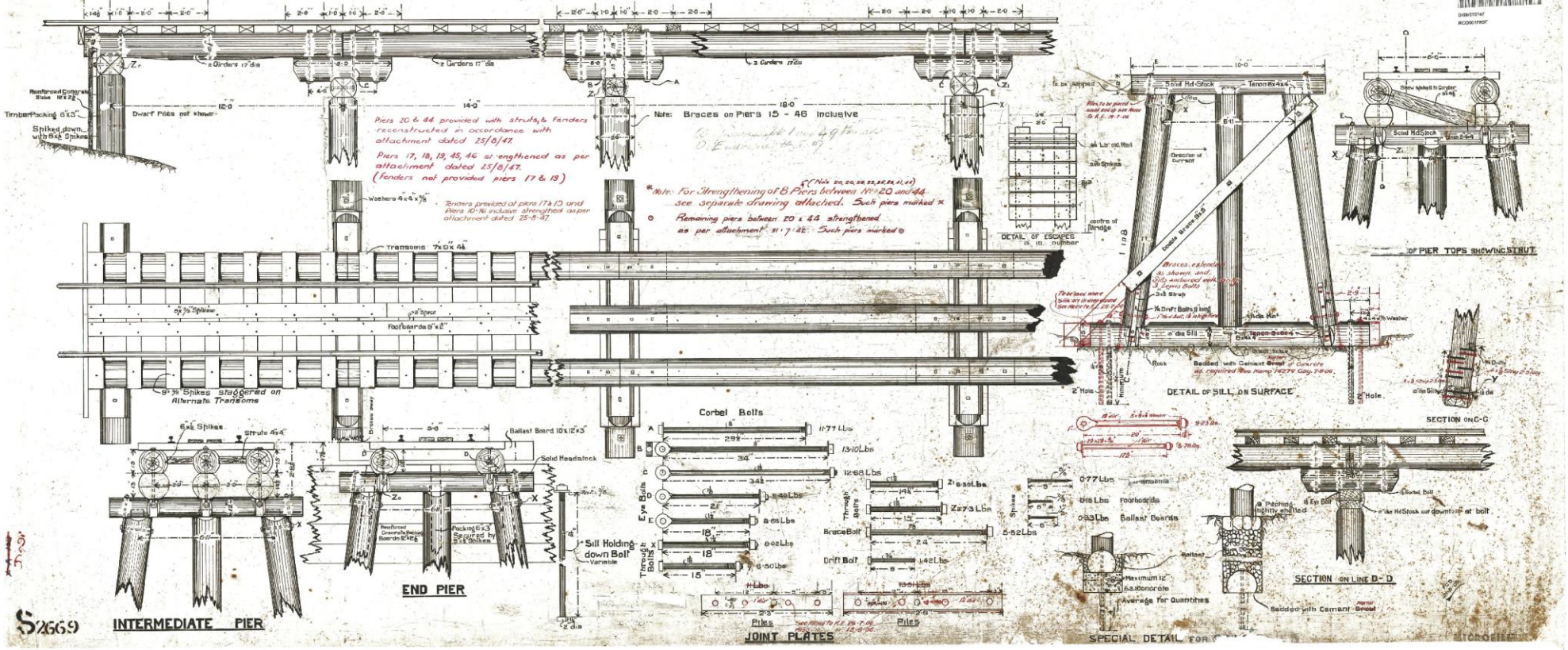
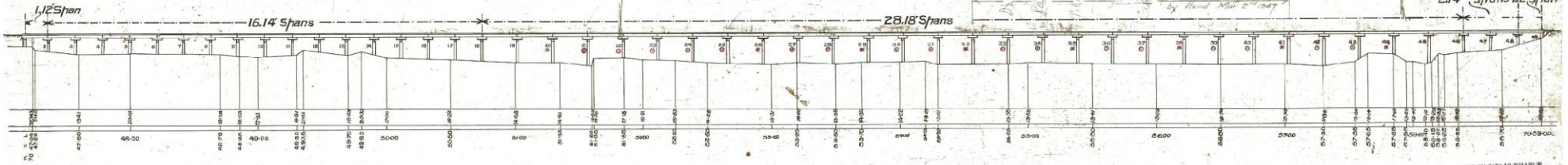
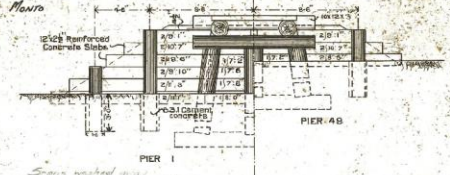
## GAYNDAH BRANCH — WETHERON TO GAYNDAH

### BRIDGE OVER BURNETT RIVER

113.780 km.

MUNGA TO MUNGA

Details of Reinforced Concrete Backing Boards



S2669

INTERMEDIATE PIER

JOINT PLATES

SPECIAL DETAIL FOR



# QUEENSLAND RAILWAYS

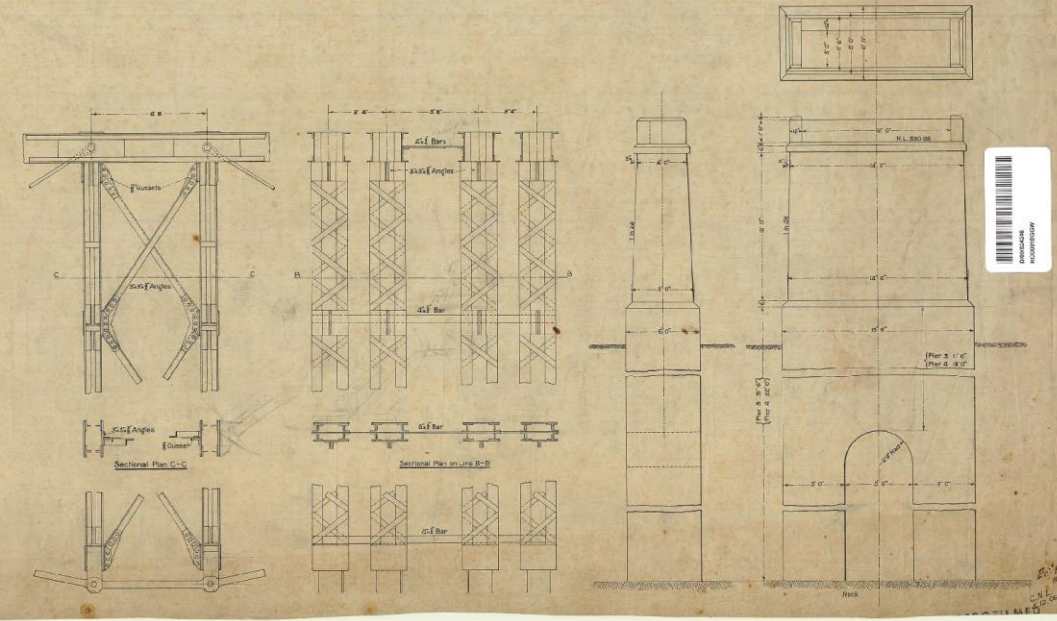
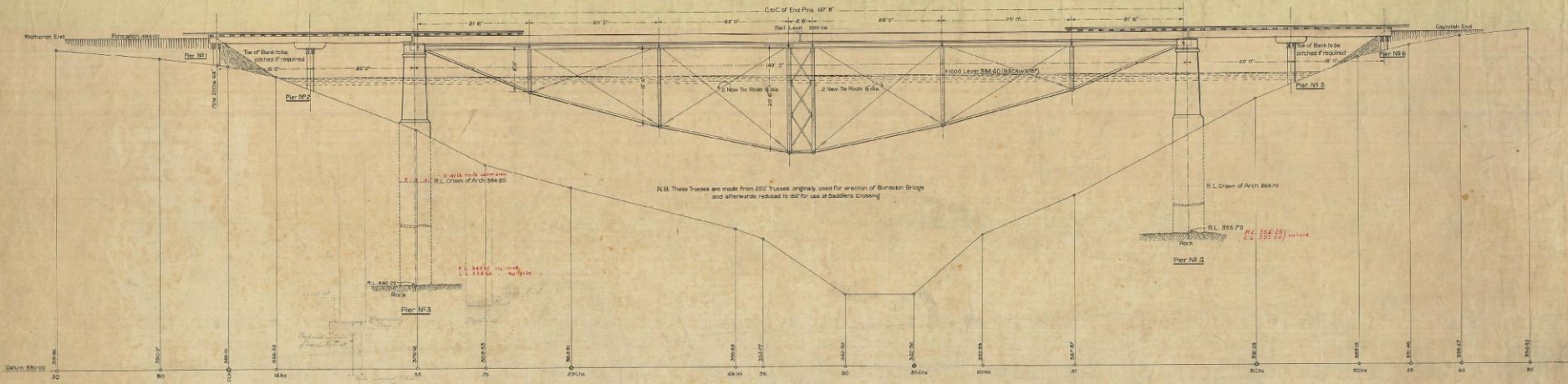
## WETHERON TO GAYNEDAH

### BRIDGE N° 9 AT 75M 2SCH

DRAWING N° 17

*W. Pagaw*  
10.12.06

SCALE  
General 3" = 1"  
Details 2" = 1"  
MUMBAI to MUNRO  
121.400 km



*Handwritten notes and signatures in the bottom right corner.*



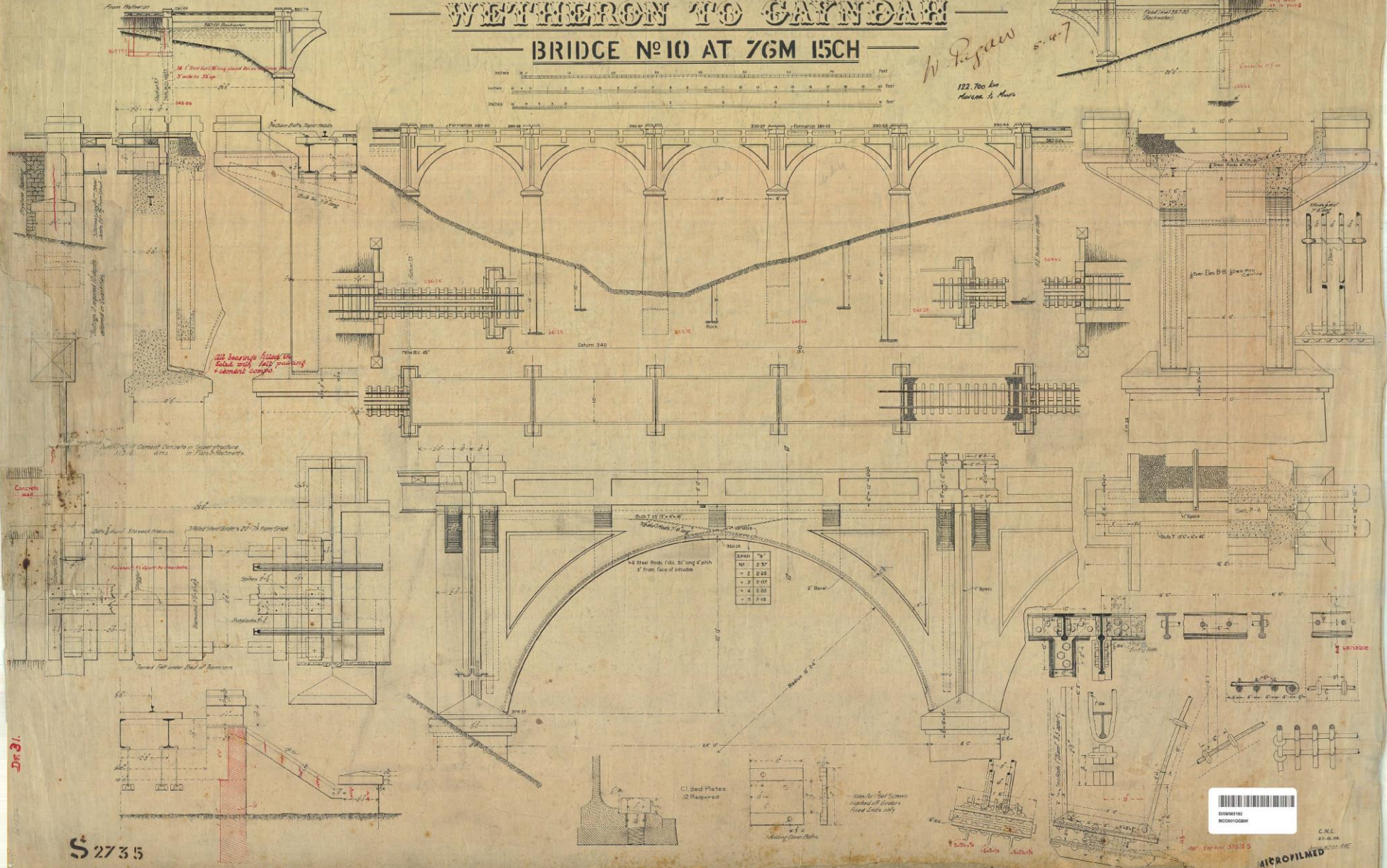
QUEENSLAND RAILWAYS

Drawing No. 18

WETHERTON TO GAYNDAH

BRIDGE No 10 AT 76M 15CH

*W. Pagan*  
 122,700 km  
 Advance to Map



Dr. 31.

S 2735



MICROFILMED





# QUEENSLAND RAILWAYS

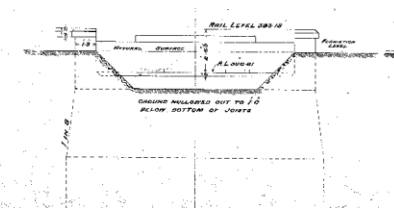
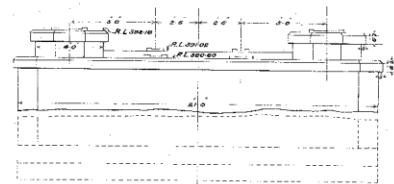
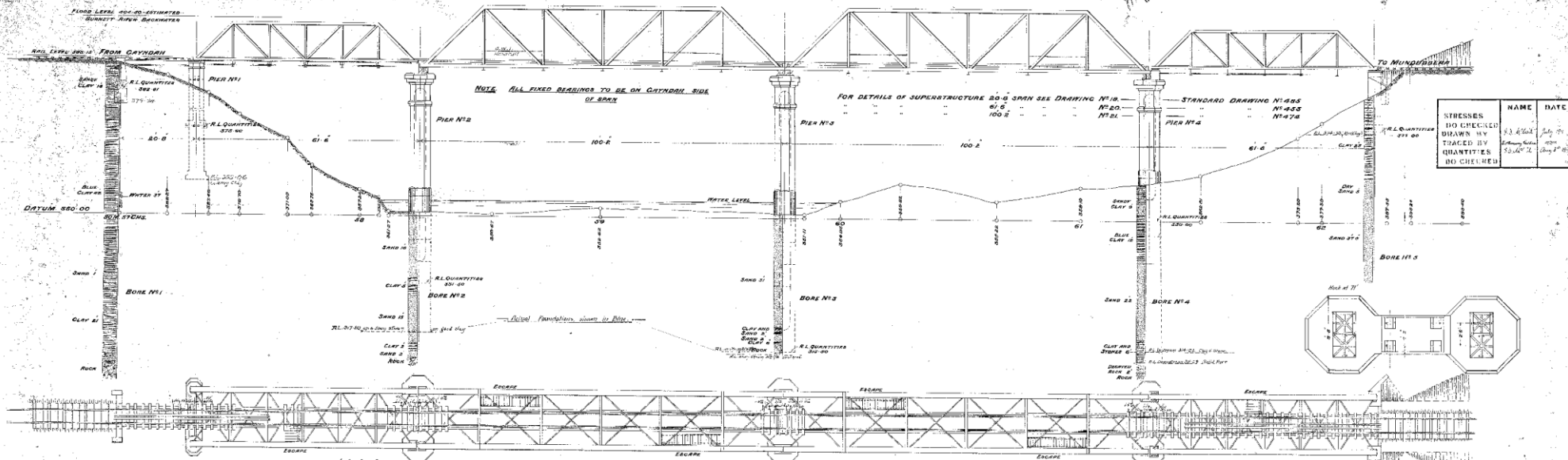
## GAYNDAH TO MUNDUBBERA

### BRIDGE OVER REIDS CREEK GENERAL DRAWING ABUTMENTS AND PIERS

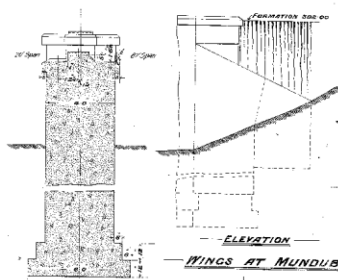
Planned by Mr. W. S. 130,000/104

Approved by Chief Engineer No. 274

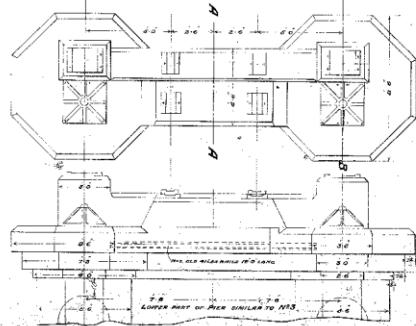
DRAWING No. 18



ABUTMENT AT GAYNDAH END



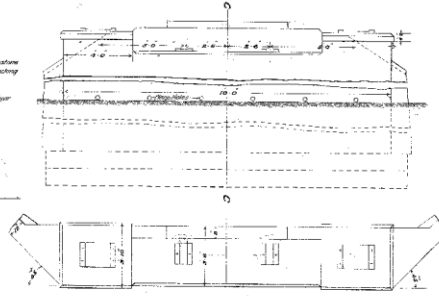
ELEVATION WINGS AT MUNDUBBERA END



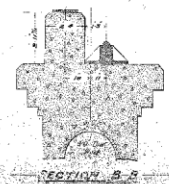
TOP OF PIERS N°2 AND N°3 AT JUNCTION OF OLD AND NEW BRIDGE



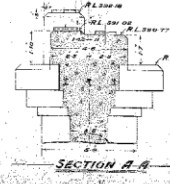
SECTION C-C



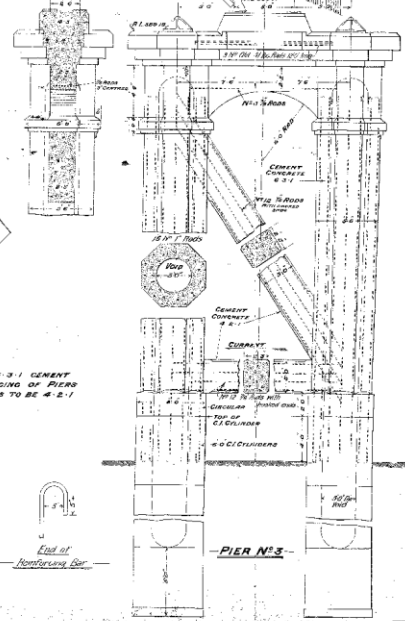
ABUTMENT AT MUNDUBBERA END



SECTION B-B



SECTION A-A



PIER N°3

NOTE: ALL CONCRETE TO BE 6-3-1 CEMENT CONCRETE EXCEPT SINGING OF PIERS N°2, N°3 AND 4 WHICH IS TO BE 4-2-1 CEMENT CONCRETE

S4002

REPRODUCED FROM ORIGINAL



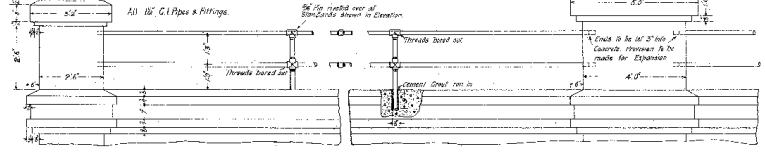
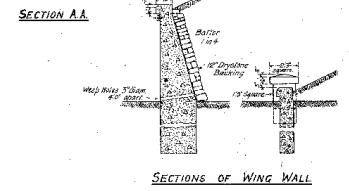
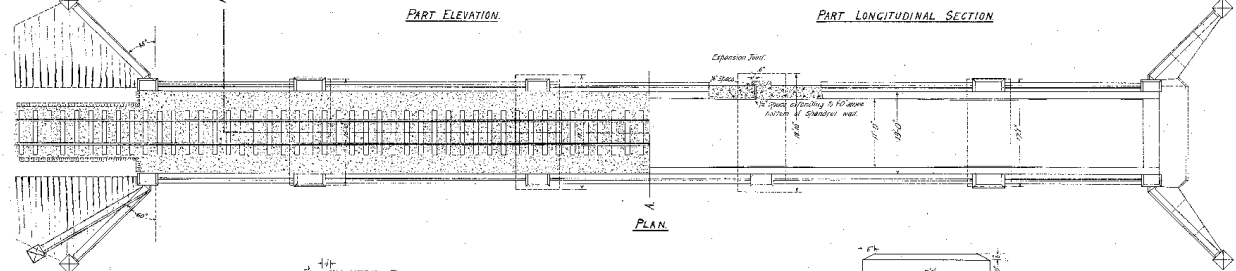
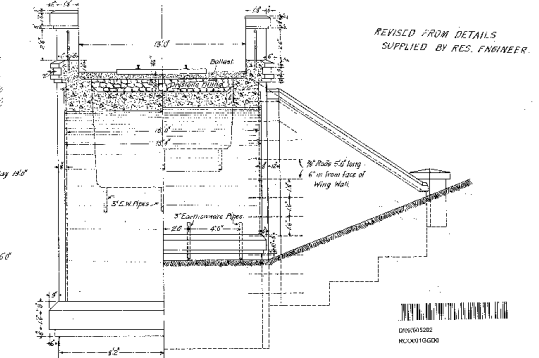
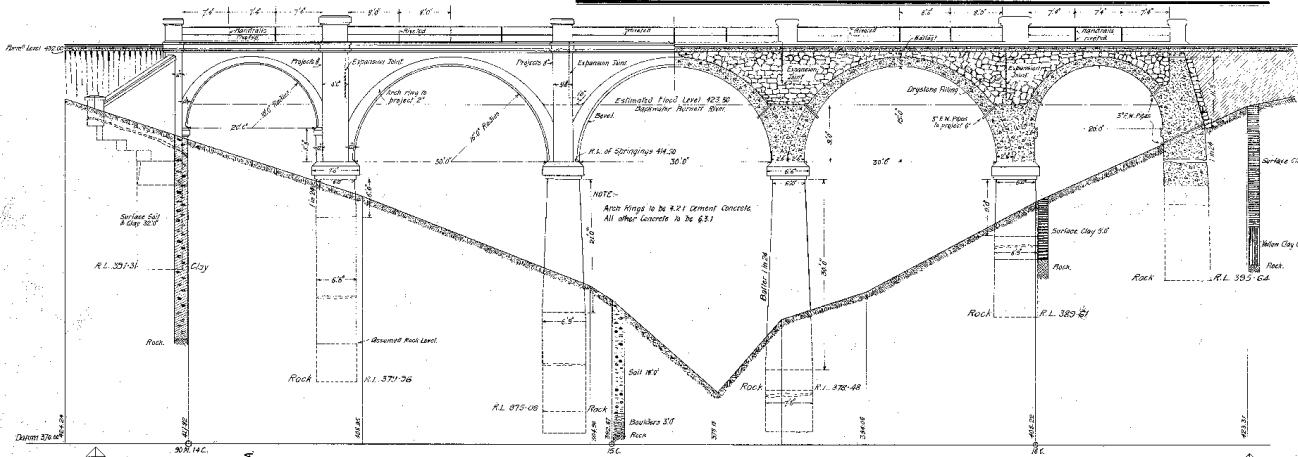


# QUEENSLAND RAILWAYS

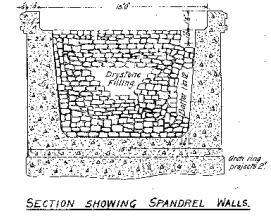
## GAYNDAH MUNDUBBERA RAILWAY

### CONCRETE VIADUCT AT 90 M 15CHS 145.250 Km

Approved by  
CHIEF ENGINEER  
1911



NOTE: All Copings and Handrails to be finished with  
Face of Work



STRESSES DO CHECKED	NAME	DATE
DRAWN BY	P. J. Walsh	Apr. 1911
QUANTITIES DO CHECKED	P. J. Walsh	12/8/11
	P. J. Walsh	6.10.11

**S4053**

Mangar to Man To 145.250 Km

SCALE 3 FEET TO 1 INCH

SCALE 4 FEET TO 1 INCH

MICROFILMED



# QUEENSLAND RAILWAYS

## GAYNDAH MUNDUBBERA RAILWAY

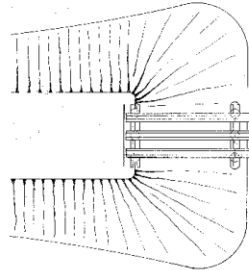
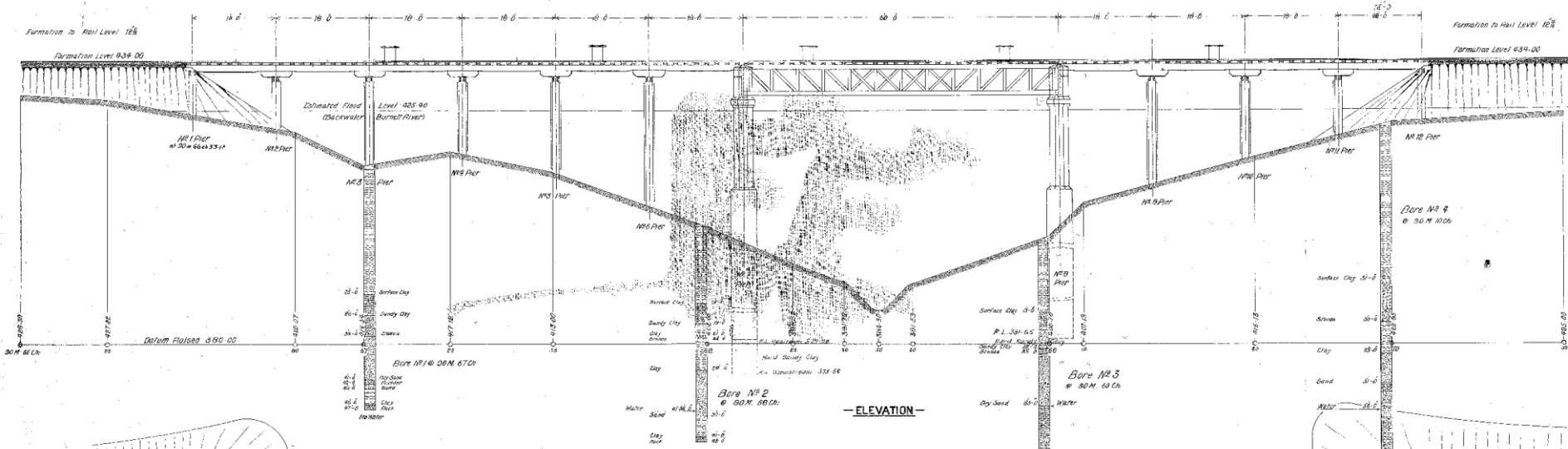
### BRIDGE No 12 AT 90M. 68C. 50L.

116.320 km  
Mundub. & Perth.

DRAWING No 25

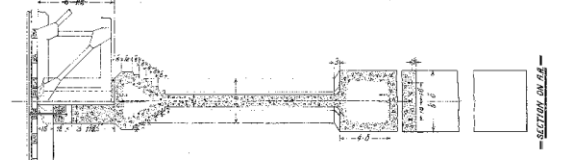
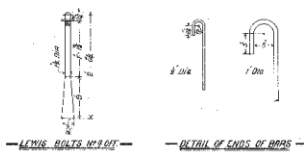
*A. S. Bell  
Chief Engineer  
5/10/11*

SCALE 1 IN = 8 FT      SCALE 1 IN = 4 FT

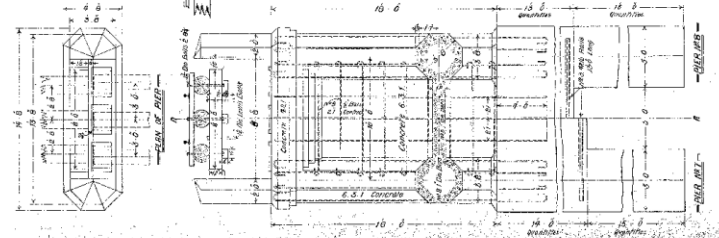


For Details of Timber Spans see Standard Drawings No 451 and 452

- PLAN -



- DETAILS OF PIERS -



54087

STRESSES DO CHECKED	NAME	DATE
DRAWN BY	K. Robinson	17/5/11
QUANTITIES	G. Robinson	18/5/11
DO CHECKED		

# QUEENSLAND RAILWAYS

## GAYNDAH MUNDUBBERA RAILWAY

Drawing No

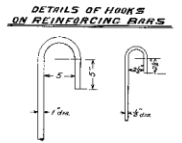
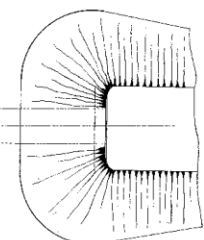
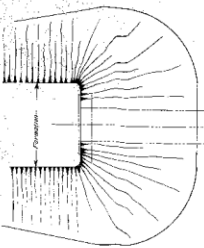
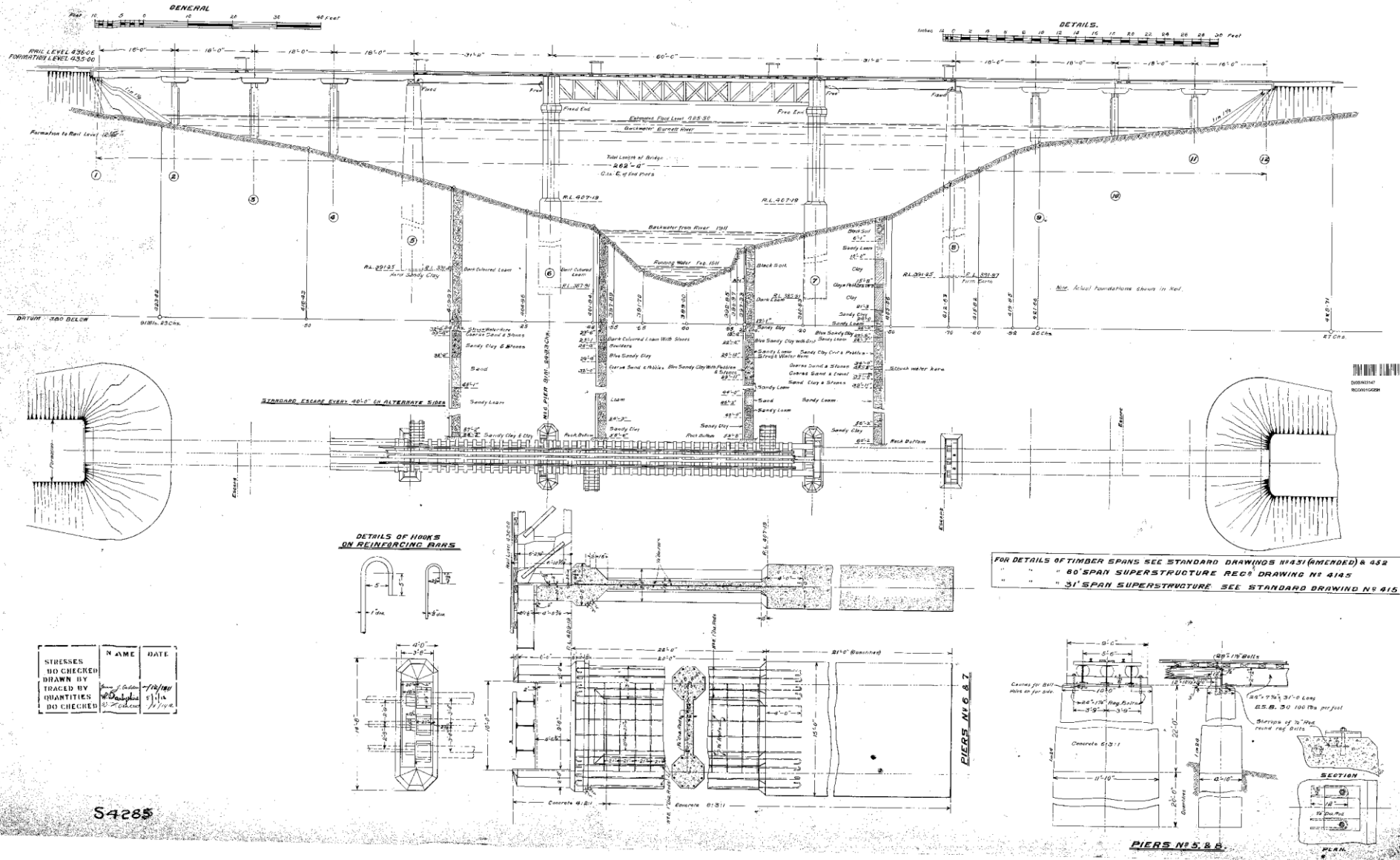
12 TONS AXLE LOAD

BRIDGE NO. 13. OVER CASTOR OIL CULLY

GENERAL DRAWING & SUBSTRUCTURE

147,650.4  
*Handwritten signature*  
 CHIEF ENGINEER  
 2.5.11

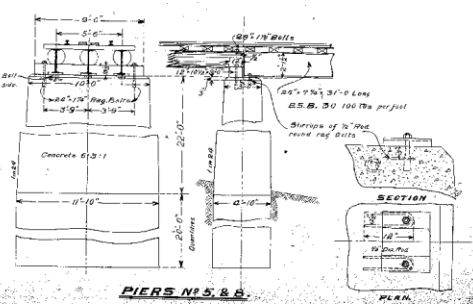
12 TONS AXLE LOAD



FOR DETAILS OF TIMBER SPANS SEE STANDARD DRAWINGS N°43 (AMENDED) & 432  
 " 60' SPAN SUPERSTRUCTURE REC'D DRAWING N° 4143  
 " 31' SPAN SUPERSTRUCTURE SEE STANDARD DRAWING N° 415

STRESSES NO CHECKED DRAWN BY	NAME	DATE
TRACED BY	<i>Handwritten name</i>	<i>Handwritten date</i>
QUANTITIES NO CHECKED	<i>Handwritten name</i>	<i>Handwritten date</i>

S4285



PIERS N° 5, 6 & 7

SECTION  
 PLAN  
 ELEVATION



# QUEENSLAND RAILWAYS

## GAYNDAH MUNDUBBERA RAILWAY

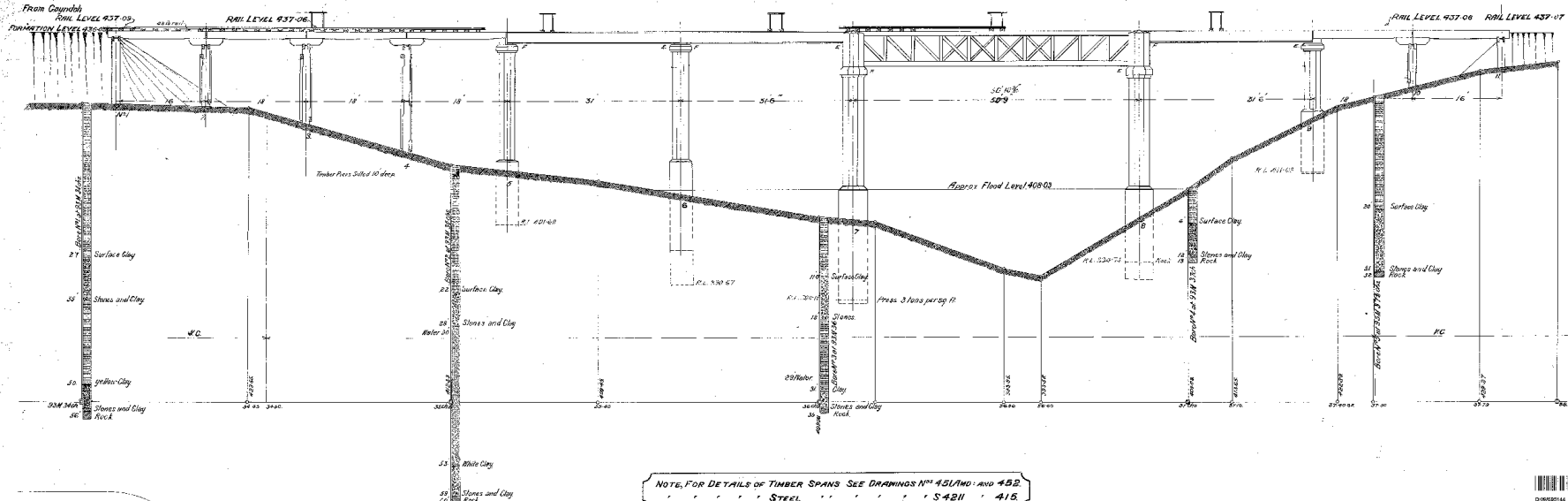
Drawing No

### BRIDGE No 14 AT 93M 36C

Muramba to Muramba  
150.500 Km

*Handwritten:* H. B. B. CIVIL ENGINEER

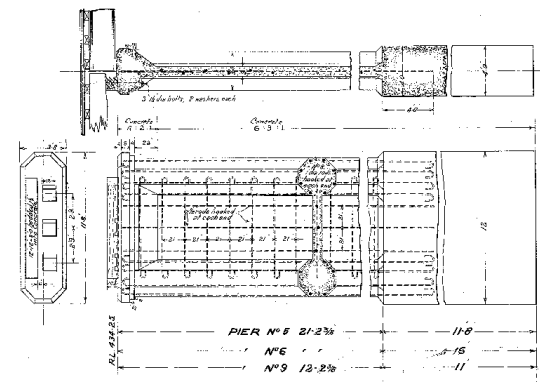
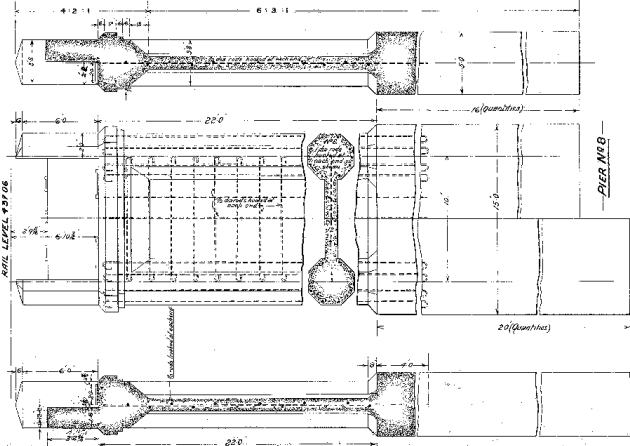
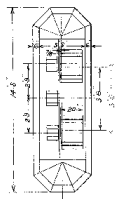
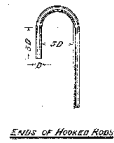
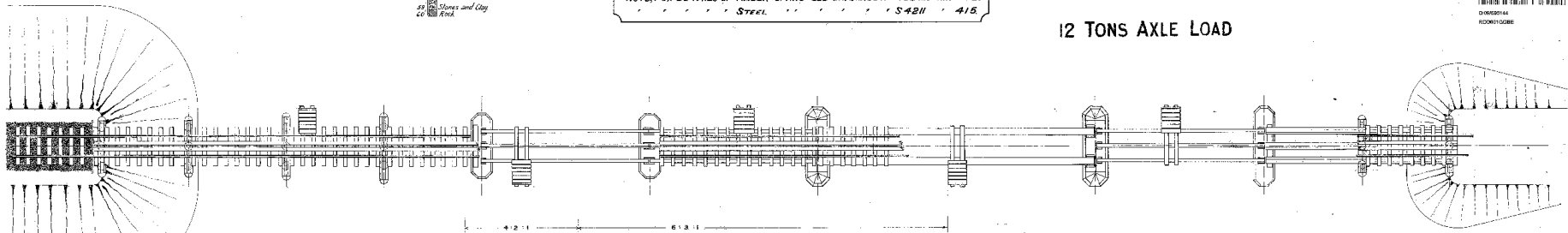
SCALE 1 IN = 8 FT  
1 IN = 4 FT



NOTE: FOR DETAILS OF TIMBER SPANS SEE DRAWINGS No 45/140 AND 45/2 STEEL S 4211 415.



12 TONS AXLE LOAD



STRESSES DO CHECKED	NAME	DATE
DO CHECKED	E. H. B.	1/11
DRAWN BY	E. H. B.	1/11
TRACED BY	J. R. B.	26-12
QUANTITIES DO CHECKED		

54300

REINFORCEMENT DETAILS SUPPLIED BY A.B. ENGINEER

11

# QUEENSLAND RAILWAYS

## GAYNDAH MUNDUBBERA RAILWAY

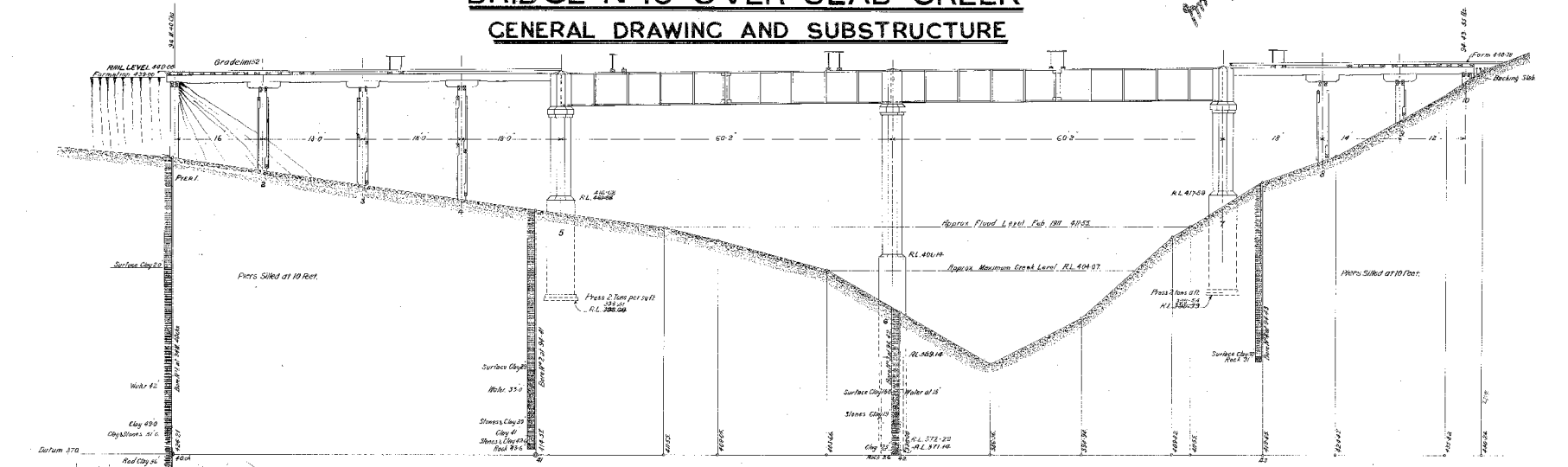
### BRIDGE N°15 OVER SLAB CREEK

#### GENERAL DRAWING AND SUBSTRUCTURE

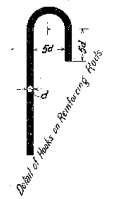
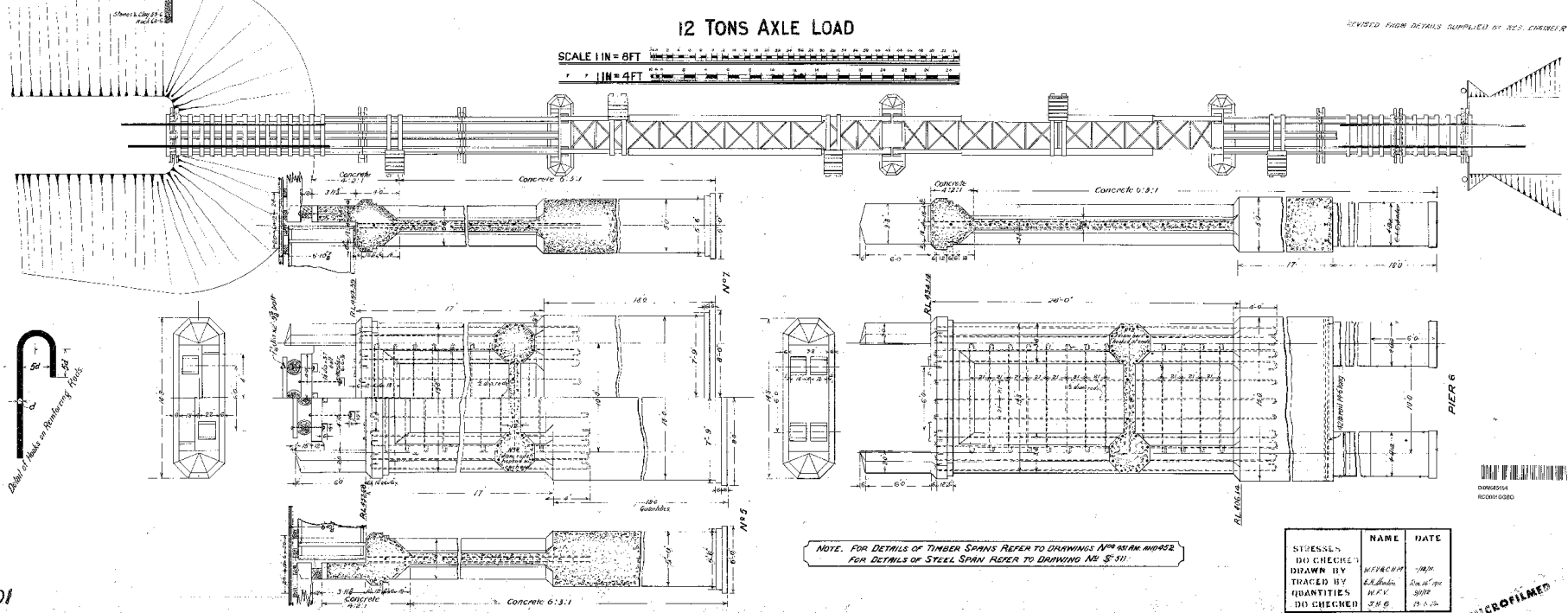
Approved  
 1/11/1916  
 J. H. B.

Drawing No

152.270 Rev  
 Approved 15/1/1916



12 TONS AXLE LOAD



NOTE. FOR DETAILS OF TIMBER SPANS REFER TO DRAWINGS N° 15 AND N° 15 B  
 FOR DETAILS OF STEEL SPAN REFER TO DRAWING N° 15 C

STRESSES DO CHECKED	NAME	DATE
DO CHECKED	W. F. CUM	1916
DO CHECKED	J. H. B.	15/1/1916
DO CHECKED	H. F. V.	3/1/1916
DO CHECKED	J. H. B.	15/1/1916



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**CHANGE CONTROL  
VERSION 1 10 NOV 2016**