

CEREMONY REPORT
FOR THE PLAQUING OF
**WHIPPLE TRUSSES
AND THE
LEWISHAM RAILWAY
VIADUCT**



HELD AT LEWISHAM, SYDNEY
SUNDAY 23 OCTOBER 1994



The ceremony site in Sunning Hill Reserve and the Lewisham railway viaduct



Representing the State Rail Authority its Chief Executive, John Brew



Representing Ashfield Municipal Council, Mayor John Ward



Representing the Institution of Engineers, Australia, Vice-President Alex Baitch



The assembled guests and the refreshment marquee



The plaque unveiled, Councillor Ward, John Brew (SRA) and Alex Baitch (I E Aust)



The plaque



The 1886 Whipple trusses on permanent display



After the ceremony and refreshments, guests were given a guided tour by Don Fraser



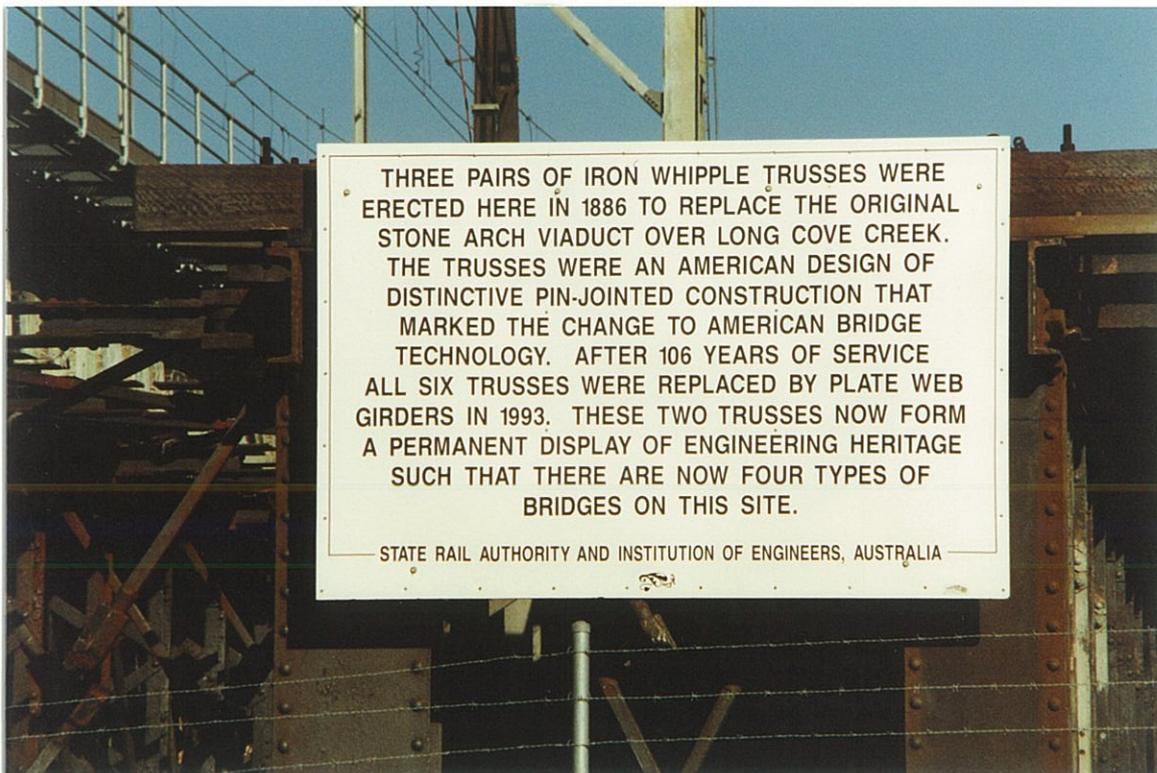
State Rail also mounted a photographic display in the marquee



A few weeks after the ceremony the plaque was attached to one of the brick piers



On the western end of one Whipple truss there is a large explanatory sign



THREE PAIRS OF IRON WHIPPLE TRUSSES WERE ERECTED HERE IN 1886 TO REPLACE THE ORIGINAL STONE ARCH VIADUCT OVER LONG COVE CREEK. THE TRUSSES WERE AN AMERICAN DESIGN OF DISTINCTIVE PIN-JOINTED CONSTRUCTION THAT MARKED THE CHANGE TO AMERICAN BRIDGE TECHNOLOGY. AFTER 106 YEARS OF SERVICE ALL SIX TRUSSES WERE REPLACED BY PLATE WEB GIRDERS IN 1993. THESE TWO TRUSSES NOW FORM A PERMANENT DISPLAY OF ENGINEERING HERITAGE SUCH THAT THERE ARE NOW FOUR TYPES OF BRIDGES ON THIS SITE.

— STATE RAIL AUTHORITY AND INSTITUTION OF ENGINEERS, AUSTRALIA —

PLAGUING LEWISHAM RAILWAY
VIADUCT

SUNDAY 23rd OCTOBER 1994

12.30 pm Bright sunny day

Marquee being erected

SRA delivered chairs from
Ashfield Council

IE Aust banners erected

SRA photographic display
placed inside marquee

Caterers set up inside marquee

1 pm Arrangements all set

1.30 pm Guests began arriving. They were
met at the entrance to the reserve
and given a copy of the brochure

Most stood out of the strong
sunshine and looked at the
SRA photo display inside
the marquee.

2.05 pm Ceremony began

John Brew CEO State Rail spoke about the history of the railway viaduct, and the attention being given to railway heritage

Councillor John Ward, Mayor of Ashfield spoke about local heritage and the place of the viaduct therein.

Alex Baitch, Vice-President of IEE Aust spoke about the 75th Anniversary of IEE Aust, some other activities related to it, the plaquing programme and future directions for engineers and changing technologies.

2.35 pm HEM plaque unveiled

Afternoon tea

3. pm Don Fraser took the guests on a guided tour of the precinct and described other interesting

historical engineering items as well as a more detailed description of the history of the viaduct and interesting physical features of the 4 bridges on the site.

3:45 pm Guests began to depart after a vote of thanks to SRA for their support.

4 pm Site vacated

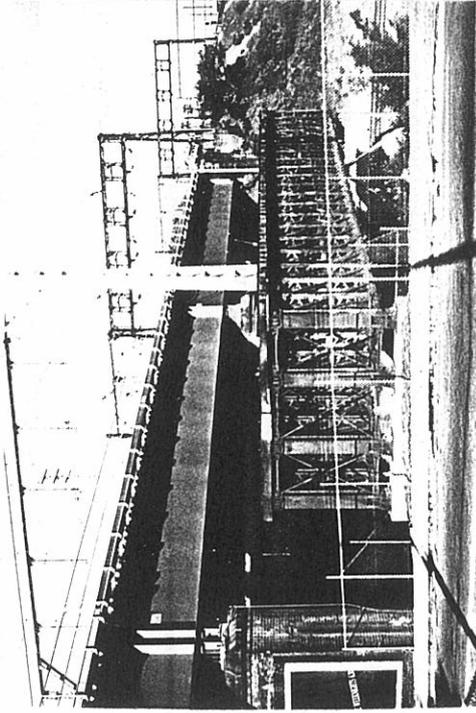
Marquee to be removed later by the river.

Total guests 50.

Overall a successful event.

The Institution of Engineers, Australia
and The State Rail Authority, N. S. W.

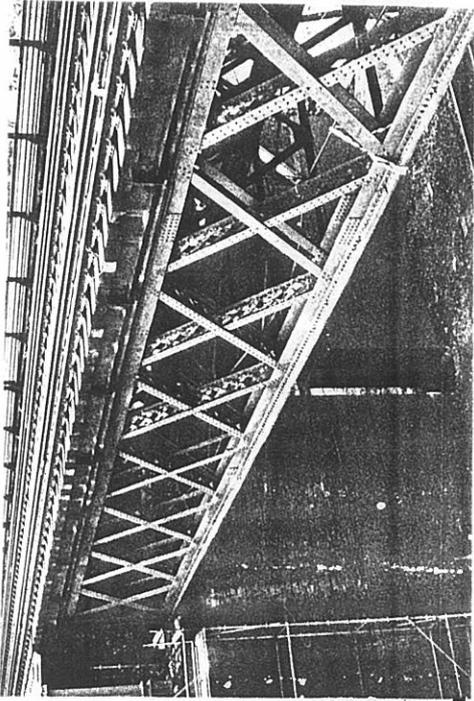
LEWISHAM VIADUCT AND ITS WHIPPLE TRUSSES



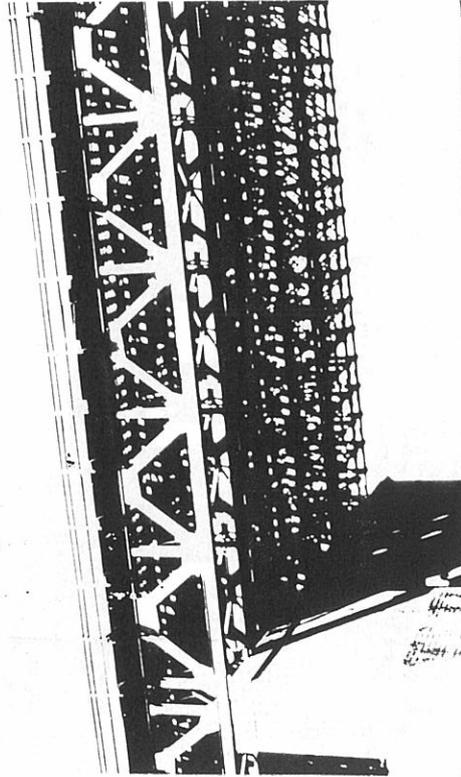
The 1886 Whipple trusses on display and their 1993 replacement girders

AN HISTORIC ENGINEERING MARKER

Bronze plaque unveiled, Sunday 23 October, 1994



The third bridge, lattice trusses for the 1892 quadruplication



The fourth bridge, the 1925 Warren trusses for tracks 5 and 6

The Whipple trusses

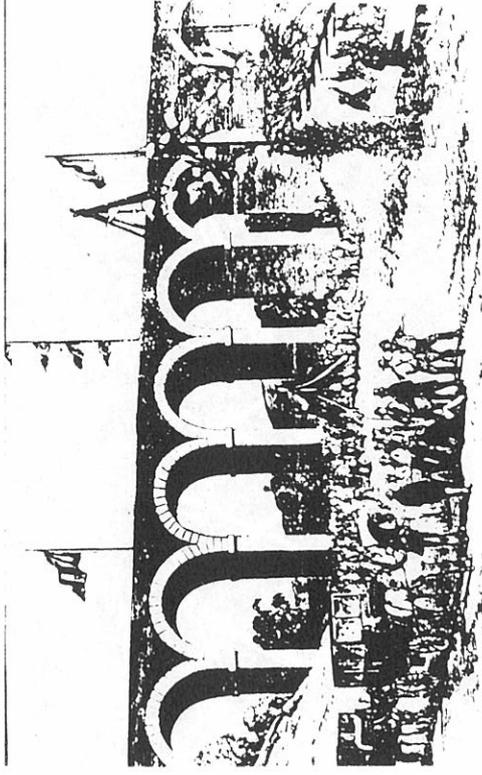
In 1846 Squire Whipple called this style of truss a **TRAPEZOIDAL BRIDGE**. The top chord compression members were made from cast iron, the diagonals from wrought iron rods and the bottom chord tension members were made from wrought iron loops that fitted around pin-like castings. In 1859 J. W. Murphy redesigned all joints so as to use real pins or large diameter bolts and in 1863 he changed the cast iron members to wrought iron, hence the Murphy-Whipple truss. Concurrently, J. H. Linville substituted forged wrought iron eye bars for the loops. The Lewisham trusses are technically Linville trusses, but are sometimes referred to as Linville-Whipple trusses or simply as Whipple trusses in honour of Whipple's contribution to bridge engineering.

Squire Whipple

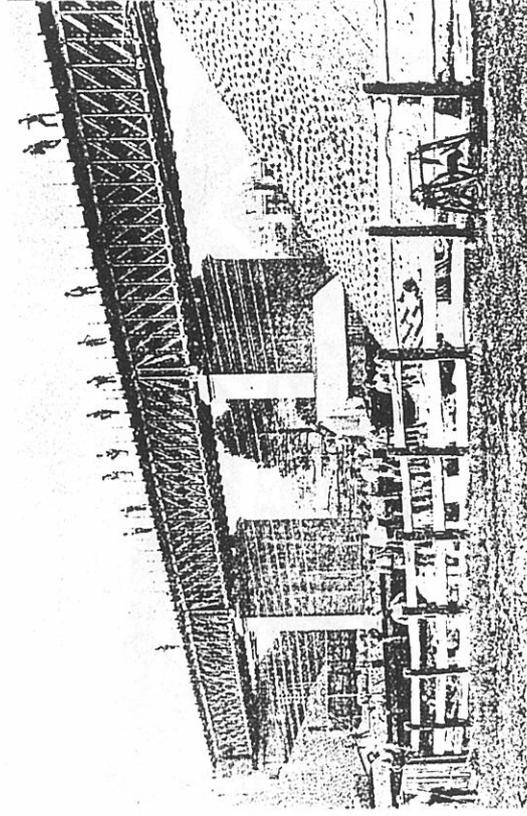
He was born on September 16, 1804 at Hardwick, Mass, USA and died on March 15, 1888 in Albany, New York. After graduating from Union College, Schenectady, NY, in 1830 he conducted surveys for railway and canal projects and made survey instruments. He turned his attention to bridges and invented two new truss designs. A civil engineer, inventor and theoretician, his 1847 book *A Work on bridge building* gave the first scientifically based rules for calculating the forces in the members of trusses. He is often referred to as the "father of modern truss bridges".

Max Thomson

He was the designer of the Whipple trusses at Lewisham. He was first appointed to a position in the PWD on 19 May, 1879 as a draughtsman in the Tramway Branch where he worked during 1880-81. He then transferred to the Railways Existing Lines Branch and worked in the drawing office during 1882-83. In 1884-85 he served as an Acting District Engineer and was a District Engineer in 1886, the year his Long Cove Creek bridge was completed. He then served three years as Deputy Engineer to George Cowdery and retired in November 1889.



The first bridge over Long Cove Creek, stone arches, 1855 - 1886



The second bridge replaced the arches, the Whipple trusses 1886 - 1993

MEMORANDUM

FROM _____

TO _____

Quentin Potter (SRA)

DATE _____

752 8222

LEWISHAM — Murray Hillan 2191152 ph

* lectern ✓

* unveiling stand ✓

* PA system ✓

* marquee ✓

* refreshments ✓ ← cater for 50 max

IE Aust } + chairs — DJF } Quentin Potter will organise
banners } key — DJF } pick, storage, delivery & return

brochure — DJF ✓ & plaque ✓

Brew's speech ✓

Bartlett's speech ✓

* MC Stephen FEIGHAN (SRA)

LEWISHAM VIADUCT

Plaquing ceremony 23 October 1994

Basic speech notes for John Brew.

Welcome and introductory comments.

This viaduct is very significant in the history of railways and bridges in New South Wales.

Currently there are 4 different types of bridges on this site dating from 1886 to 1993, which is unique in Australia and possibly the world.

But if we add the first viaduct, 1855 to 1886, then the uniqueness of 5 bridges on the one site is unlikely to be bettered.

The first railway in New South Wales, the tracks on the south side, between Redfern and Granville was opened on 26th September 1855.

And the original stone arch viaduct over this channel, called Long Cove Creek, was the largest structure along the line.

Unfortunately it was not a John Whitton project so its construction was not up to his durable standards.

By the 1880s it required replacement and the new bridge was a novel one for its day.

It was a pin-jointed American design with 3 pairs of single line trusses of the Whipple type - named after the famous American bridge engineer Squire Whipple.

Two of those trusses are on display on the south side and four are in storage at St Marys.

Almost immediately there were plans to quadruplicate between Sydney and Homebush so in 1892 the middle set of trusses were erected.

They are British lattice trusses, riveted and are double track spans.

The American trusses could be assembled quickly so their first cost was low.

But the pins could not be withdrawn for inspection and the arrangement of members made maintenance and strengthening virtually impossible.

That's not a problem with the lattice trusses.

After 30 more years of traffic increase from suburban and country passenger trains, saturation was reached so two more tracks were added, here on the north side, during 1925 to 1927.

This time single track pairs of Warren trusses were used, also of riveted construction.

The Whipple trusses carried the all-stations LOCAL services, the lattice trusses carried the skip-stop SUBURBAN traffic, and the Warren trusses carried the MAIN line country services.

And this continued for another 60 years when it became clear that the Whipple trusses were fast reaching the ends of their service lives.

State Rail was very mindful of the heritage significance of the Whipple trusses so commissioned a rigorous 3-year investigation and a heritage study.

(The author of that study, Dr Don Fraser is with us today)

The investigation involved acoustic emission tests by the CSIRO, metallurgical testing, magnetic particle testing and microscopic examinations by ANSTO at Lucas Heights.

Fatigue damage was shown to be serious and getting worse so the decision was taken to replace the Whipple trusses.

By now, welded plate web girders were the ideal replacement and the work was carried out during last year's October long weekend.

Under the recommendation of the Heritage Study and Conservation Plan, 2 Whipple trusses were retained on site for display and you'll have the opportunity soon to have a conducted tour of these and the rest of the viaduct.

Concluding comments on railway heritage policy etc etc.

Who's next - Mayor of Ashfield * — Yes — Councillor John Ward
then
~~on direct~~ to I E Aust Vice President, Alex Baitch.

Then unveil plaque

STAFF TO BE "MORE VISIBLE"

Current discussions with unions could result in railway station staff becoming "more visible" to the public, CityRail Group General Manager Lucio Di Bartolomeo said last month.

"Automatic ticketing has freed the staff from the unchallenging role of sitting in an office for long periods," he said.

"Staff visible on the platform will provide passengers with a feeling of greater security and customer service.

"CityRail will maintain existing hours of operation, and in the event of a machine malfunction staff will be able to sell tickets," he added.



ENGINEERS MARK 75th ANNIVERSARY WITH RAIL PLAQUES

The Institution of Engineers will unveil three plaques with rail connections to mark its 75th anniversary celebrations this year.

Sites of the plaques are: The Eastern Suburbs railway, on Monday, October 17, at 11 am on the concourse of Martin Place Station;

Whipple railway trusses, on Sunday October 23 at 2 pm, at the reserve on the north side of the railway viaduct at Lewisham, off Grosvenor Crescent, and

Locomotive 3801, which will be undertaken on Sunday, November 6, during a day excursion via Moss Vale and Unanderra.

Tickets for the trip can be booked with Geoff Lillico, on 699 2737, and cost \$45 for adults and \$35 for children.

TRAVEL STAFF WELL REPRESENTED

Countrylink's Travel Centre staff were well represented at a recent Australian Federation of Travel Agents (AFTA) convention on the Gold Coast.

Countrylink representatives were Tim Poulter (Sales and Marketing Manager), John Whitty (Manager, Wagga Wagga), Wayne Bell (Manager, Dubbo), Jeff Thurgood (Manager, Armidale), John Dougall (Manager, Casino) and Andrew McInnes (Manager, Wynyard).

Theme of the convention, which all taking part considered very educational, was "Professionalism Leads to Profitability".

It focused on subjects such as the legal side of travel, information technology, training, quality management, and customer service.



HIGH SPEED RAIL WORLD CONGRESS IN 1995

A top level congress on high-speed rail will be held at Lille, in Northern France, in October next year.

Eurailspeed 95 is expected to be attended by more than 1200 delegates, 400 journalists and 300 exhibitors from all over the world.

It will include a congress on major issues on high-speed rail, a trade exhibition and a display of high-speed rollingstock at Lille station.

The congress, to be held from October 4 to 6, will be held at Lille's recently built congress centre, a facility at the hub of the Paris-Brussels-London high-speed link.

Data on Eurailspeed 95 is available from the International Union of Railways (UIC) 16 rue Jean Rey, 75015 Paris, France.



RESPONSE TO FREIGHT RAIL SURVEY

More than half Freight Rail's 9000 employees have replied to a recent survey from EEO.

But regionally, the response ranged from a low of just 26.1 per cent to a high of 86.9 per cent.

The survey was designed to help Freight Rail put strategies and programs in place to provide career opportunities for employees.

Employees with literacy/numeracy problems will be targeted as a priority.

People with disabilities may require special equipment or training to help them in their job.

ON THE COUNTRY TRAIL

\$1m UPGRADE COMPLETE



HISTORIC STATIONS RESTORED

The \$1 million upgrade of Dubbo railway station, with its new coach interchange and Countrylink Travel Centre, was completed late in August.

The coach interchange and upgraded forecourt costing \$500,000 was the second stage of the project to restore and refurbish the historic station.

A new carpark and undercover coach bays were

designed to complement the sandstone of the 1881 building.

Rail customers can now walk completely undercover from the western XPT to coaches.

A new access road enables coaches to leave the station area without disrupting carpark traffic.

Earlier work included improvements to the travel centre and the station's waiting rooms.

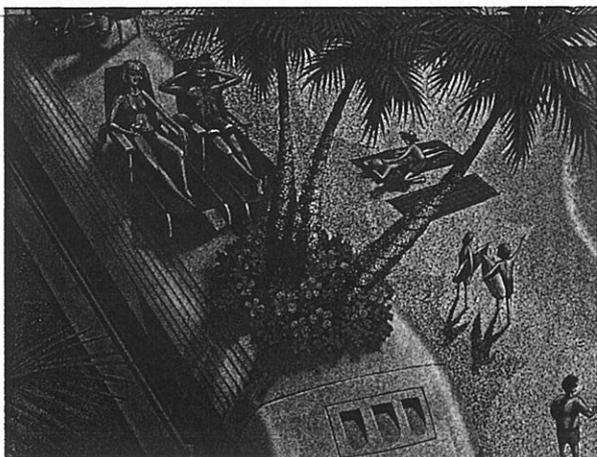
The third stage of a \$655,000 upgrade of Albury railway station was completed last month.

The work included new toilet facilities and a spacious toilet for disabled people, and a baby change table.

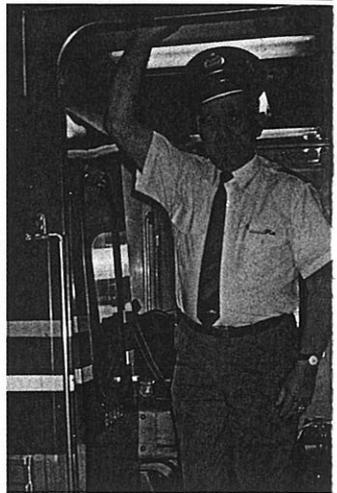
Stage 4, restoration of the station's verandahs, should be completed next year.

The historic station was opened on February 26, 1882 - a year after the Great Southern Railway reached Albury.

HOLIDAY PACKAGES CAMPAIGN



THE LAST GUARD



Tony Williams - Countrylink's last Special Guard goes into retirement.

ERA ENDS WITH TONY WILLIAMS

When the XPT from Taree pulled into Terminal on Sunday, August 21 it marked the end of an era of rail travel.

Tony was the last Countrylink Special Class Guard to work a train back to Sydney - the position of train guard now replaced by a Passenger Services Supervisor.

[When the change was introduced in June, Countrylink GM Kim Finnimore described it as a "win-win situation for everyone].

Telephone [number] was a "win-win situation for everyone].

Tony's first job was as a guard on the North Sydney Box in March, 1970.

Later he was a guard at Artamon, Darling Harbour, and at Hornsby, Du Penrith.

Stationed at Rozelle, he served a stint as Ticket Officer between Penrith, Broken Hill, and Sydney as a guard again.

His next move was to Sydney Depot where he served as the Special Class Guard on the Sydney - Newcastle line in 1984, completed his service.

At 58 years of age, he is retiring early in his career.

Countrylink will soon sign a service agreement to maintain CityRail Newcastle's Endeavour fleet.

"Broadmeadow maintenance centre will be replaced by a new fleet of DMUs."

NEW ROLE FOR CENTRE

Countrylink has taken control of CityRail's Broadmeadow Fleet Maintenance Centre, which will now be called the Broadmeadow Endeavour Service Centre.

New Endeavour rollingstock introduced into the Hunter last May is replacing 620/720 class rail motors (DMUs - Diesel Multiple Units).

The DMUs will be phased out gradually until 1998 when the full Endeavour fleet will number 16 cars.

Countrylink will soon sign a service agreement to maintain CityRail Newcastle's Endeavour fleet.

"Broadmeadow maintenance centre will be replaced by a new fleet of DMUs."

Engineers

SYDNEY

75th Anniversary Issue

The Newsletter of the Institution of Engineers,
Australia, Sydney Division. Phone (02) 929 8544



75th Anniversary Harbour Cruise For All Members

Saturday 22nd October

Time: 6.00 pm

Cost: \$40.00 per Adult
or \$70.00 a Double
or \$120.00 a Family

RSVP: By 14th October

Institution of Engineers, Harricks Auditorium
Ground Floor, 118 Alfred Street,
MILSONS POINT

*Please join us in celebrating the
75th Anniversary of the Institution.*

*Cocktails on the Harbour and
a Fireworks Display.*

If you would like to attend, please complete the
attached form and send it to the Sydney Division
Office with your payment.

*Family, Friends
and Children Welcome!*

Post to: Christine Mason, Institution of Engineers,
Australia, PO Box 138, Milsons Point 2061

Name: _____

Organisation: _____

Mailing Address: _____

Phone: _____

Additional People Attending:

1. _____
2. _____
3. _____

I have enclosed a cheque/money order for \$.....
Made payable to the Institution of Engineers,
Australia. For (no.) of people attending.



THREE PLAQUING EVENTS

for the 75th Anniversary
celebrations of the Institution of Engineers,
Australia, 1994

Eastern Suburbs Railway

Monday 17th October at 11.00 am
Concourse of Martin Place Station

Whipple Railway Trusses

Sunday 23 October at 2.00 pm
Reserve on north side of railway viaduct at
Lewisham, off Grosvenor Crescent

Locomotive 3801

Sunday 6th November during a day excursion
via Moss Vale and Unanderra. You must
book with Geoff Lillico (02) 699 2737 as
IEAust party, as spaces are limited.



Engineering Heritage Committee

The Engineering Heritage Committee of the Sydney
Division would like to attract additional members of
Sydney Division to assist the Committee to widen its
expertise in some areas of engineering at present
unrepresented on the Committee. These are:

- Mechanical Engineering*
- Communications Engineering*
- Agricultural Engineering*
- Aeronautical Engineering*
- Bio-Medical Engineering*
- and also Industrial Archaeology*

Would anyone interested please contact the Chair-
man, Mr. Ian Bowie, School of Civil Engineering,
University of Sydney (Telephone: 692 2171)

Please Note Change of Date

Please note that the Nuclear Engineering Meeting
"Nuclear Energy is Green and Practical - Have the
Environmentalists Got it Wrong?" scheduled for the
18th October is postponed until the 29th November
1994, and this will also be the Nuclear Engineering
Panel's annual Christmas Party.

Neighbourhood Engineering Program

The Neighbourhood Engineering Program (NEP) has been in operation in Sydney since 1991, and is essentially a scheme where engineers work with schools to raise awareness in students' minds regarding the role of engineering in society, and about what a career in engineering involves.

The Sydney Division has now decided to broaden the NEP, in both scope and depth. We now have an organising committee for the program to ensure continuity in organisation, and we are aiming at covering every high school in Sydney Division by the end of 1995. We are assisted in this by the release by National Office of a revised *Neighbourhood Engineers Kit*. This kit contains a wealth of resources to be used with school students of all ages.

Another initiative under the NEP will be a book award assistance, where the Institution will make some contribution towards the purchase of book prizes for awarding to school students. Exact details have not been finalised yet, but the essence will be that the Neighbourhood Engineer will decide when an award is justified, choose the prize, and the Institution will then partly refund the cost.

The Neighbourhood Engineering Program is an opportunity for engineers to become involved with local high schools, and to help students at all levels consider technical career options that they may otherwise have rejected without thinking. The level of involvement with a school is a matter of negotiation between the Neighbourhood Engineer and the Principal of the school. The commitment may be as large or small as you care to make it. The program has had some notable successes in the past, and most of the participating engineers are enthusiastic about the value of the program.

Any prospective Neighbourhood Engineer is invited to leave contact details with Karen Yu at the Sydney Division office on 929 8544.

The Neighbourhood Engineering Program for Sydney Division was relaunched this month during the Harrick's address on the 6th September 1994. Mr Doug Jones (President of Sydney Division) presented the first of our new Neighbourhood Engineers Kit to Mr Barry Foreman during the Harrick's address.

Wollongong Information

Young Professional Engineer of the year, **Fiona Herbert**, travelled down to Wollongong recently to help enthuse and inspire young women into an engineering career. Fiona was principal guest speaker at the "Lifestyles '94" Seminar which is organised and sponsored annually by Women in Engineering Network (University of Wollongong), Faculty of Engineering, Dept. of Electrical & Computer Engineering and the Illawarra Regional Office of the IEAust.

The Seminar serves not only to keep undergraduates enthused and committed to their studies, but provides a perspective on engineering which may attract female secondary students into a career in professional engineering. Speakers give the audience insights into their work and lifestyles as women in a traditionally male dominated profession.

The principal guest speaker is usually an engineer who has worked for several years and is able to provide a strong role model. During her presentation she will discuss what initially attracted her to engineering, her tertiary education and a description of her career. At this point it is also useful to give a brief description of the organisation that employs her, her role within this organisation and whether there is room for promotion or travel. The other speakers on the day are usually women in earlier stages of their career and they concentrate more on describing their own particular discipline. All of the speakers relate their experiences as a woman working in the field of engineering.

Fiona's presentation was lively and entertaining and combined with her personal philosophies, she certainly presented the audience with a recipe for success. She exuded confidence and satisfaction, not only with her work, but with her own personal lifestyle generally and was a joy to listen to.

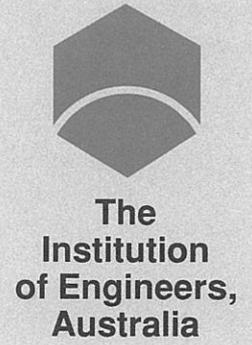
The other speakers on the day, Julie Piggott (Civil), Monika Motor (Electrical) and Elaine Quah (Computer) also gave the audience excellent presentations and helped to present a clearer picture of what an engineer in these fields do with their time and expertise.

During the years that I have been involved with this seminar, the response has always been that it is a very positive and worthwhile exercise and this year has been no exception. However, it would not be such a success without the high calibre of speaker we have always been lucky enough to attract.

Judy Gordon
Illawarra Regional Office

Cherrie,

Don Fraser
14 Derby Street
Vaucluse 2030
ph/fax 02 337 4867
September 1994



SYDNEY DIVISION

*I will not be able to return
your call this morning, is*

this info enough?

Don

THREE PLAQUING EVENTS

for the 75th anniversary celebrations
of the Institution of Engineers,
Australia, 1994

EASTERN SUBURBS RAILWAY

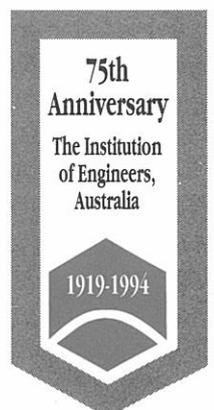
Monday 17th October at 11am
Concourse of Martin Place Station.

WHIPPLE RAILWAY TRUSSES

Sunday 23rd October at 2pm
Reserve on north side of railway viaduct at
Lewisham, off Grosvenor Crescent.

LOCOMOTIVE 3801

Sunday 6th November during a day excursion
via Moss Vale and Unanderra. Adults \$45,
children \$35. Must book with Geoff Lillico
of 3801 Ltd (02) 699 2737 as I E Aust party.
Check departure platform and time.



TELEPHONE : (02) 797 0222
FAX : (02) 797 9980

ADDRESS COMMUNICATIONS TO
GENERAL MANAGER

BOX 1145 P.O., ASHFIELD. 2131
(DX 21221 ASHFIELD)



TOWN HALL
ASHFIELD. N.S.W.

8 September 1994

The Institution Of Engineers, Australia
Mr Don Fraser
14 Derby Street
VAUCLUSE NSW 2030

Dear Mr Fraser

RE: USE OF SUNNING HILL RESERVE

I refer to your letter dated 10 August 1994, requesting use of Sunning Hill Reserve on Sunday 23 October 1994 between the hours of 2.00pm to 3.00pm. Permission is granted to use the park on the following conditions:

1. That a Public Occupiers Liability Insurance of \$5.00 is paid prior to use of the park or alternatively you produce a copy of a current Public Occupiers Liability Policy to Council.
2. The parks are kept in a clean and tidy condition to the satisfaction of Council.
3. No vehicles are to be driven on the park.

9/9/94 Rang Greg Piconi, it's OK for vehicles to use gravel track.

To facilitate payment please find enclosed an invoice which requires to be paid prior to use of the park.

Yours Faithfully
M J TOBIN
General Manager

Per.....*LA*.....

LA
Enquiries: Ms Laura Assaf - One Stop Counter
File No: R18/01(300)

TELEPHONE : (02) 797 0222
FAX : (02) 797 9980

ADDRESS COMMUNICATIONS TO
GENERAL MANAGER

BOX 1145 P.O., ASHFIELD, 2131
(DX 21221 ASHFIELD)
Our Ref: GP:SMM



TOWN HALL
ASHFIELD, N.S.W.

5 September 1994

Mr D J Fraser
14 Derby Street
VAUCLUSE NSW 2030

Dear Don

Re: **PLAQUING OF LEWISHAM RAILWAY VIADUCT**

I refer to your letter dated 10 August 1994, requesting permission to use Sunning Hill Reserve for the plaquing of the Lewisham Railway Viaduct on 23 October 1994.

Permission is granted to use Sunning Hill Reserve and as advised Council will supply 30 chairs for the event.

In this regard, please contact Mr Piconi on 716-1288 to arrange collection of the chairs on the Friday before the event and the collection of the key to the chain locking the entrance.

Yours faithfully
M J TOBIN
General Manager

Per

A handwritten signature in cursive script, appearing to read 'G. Piconi', written over a dotted line.

f:\works\gp05sltr.sep
Enquiries - Mr G Piconi - 716-0222
File No: R18/01

LEWIS HAM 23 Oct

STATE RAIL INVITATION LIST

All sent
31/8/94

JOHN BREW, CHIEF EXECUTIVE STATE RAIL
LEVEL 8 201-207 KENT STREET SYDNEY.

LUCIO DI BARTOLOMEO, GROUP GENERAL MANAGER CITYRAIL
ROOM 201 2ND FLOOR SYDNEY TERMINAL STATION

PETER NIVEN, GENERAL MANAGER ENGINEERING
ROOM 603 6TH FLOOR TRANSPORT HOUSE 11-31 YORK STREET
SYDNEY *2000*

GEOFF WANNAN, REGIONAL GENERAL MANAGER SOUTH
3 BERESFORD ROAD STRATHFIELD *2135*

QUENTIN POTTER, REGIONAL ENGINEERING MANAGER SOUTH
3 BERESFORD ROAD STRATHFIELD. *2135*

MAX CROUCHER, REGIONAL CIVIL ENGINEER SOUTH
3 BERESFORD ROAD STRATHFIELD *2135*

CHRIS FRANCIS, DISTRICT CIVIL ENGINEER CLYDE
PO BOX 257 AUBURN *2144*

Sun 23 Oct 1994

335 2000
Mansfield Mayor
Councillor Terry Catter
Mayor of Mansfield
PO Box 14
Peterborough 2049

15/8/94
both OK by phone
follow up with
letter 19/8

797 0222
Ashfield Mayor
The Worshipful Mayor
Councillor J. Ward
PO 1145 Ashfield 2131.

Heritage
Mansfield ~~Soc~~ Soc
Lindsay Smyth (Pres)
PO Box 415 Mansfield
2704

RAHS 247 8001
Ashfield Hist Soc
PO Box 20
Ashfield 2131

letters 9/8

Gwendolyn Welsh Sec
Stannore Soc
113 Copthorne Rd
Stannore 2048.

335 2170
Chris Meader ~~Sec~~
chairs?

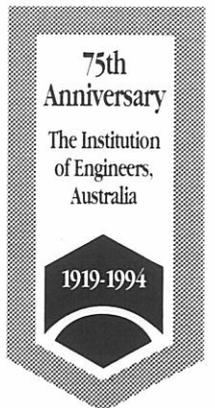
30/8/94
Piconi sending letter re
key and chairs

cooperate with Ashfield?

check Works Manager ✓
on 19/8
OK if SRA can pick up Fri
and return Mon

230 2111
State Member covering Lewisham
Dear Mr.
Paul Whelan MP
Member for Ashfield
162 Liverpool Rd
Ashfield 2131

30/8/94
All these
invitations
posted



⊛ Brochure - draft prepared

Murray Hillon 219 1152 ph
219 1877 fax

Site visit 9 Aug 1994 2pm with
Murray Hillan, Public Affairs Manager, SRA
Don Fraser, I E Aust

Sunday 23 Oct ✓
2pm
on 3-event notice

Rosene, north side
of viaduct
✓ off Grosvenor Cres
on 3-event notice

The ceremony date will usually be on a day and a time considered appropriate by the organising committee. However, selection of a date which coincides with Heritage Week, Professional Engineers Week, an anniversary or an Institution event such as a conference, should be considered.

The ceremony location should be as near as practicable to the work being plaqued. Local conditions may preclude the plaque(s) being in the final position at the time of the ceremony. The organisers will then need to arrange a suitable temporary stand for the plaque(s) and later attachment to the work.

It is essential to a well run ceremony that members of the organising committee visit the plaquing site well before the ceremony and, in effect, rehearse the event to test the suitability of the arrangements.

DJF to get access ✓
from Water Board
Marquee truck and
parking for official guests
5 max
(Brew at least 2 Mayors
+ local member)

✓ DJF to check Council
marquee

Outdoor venues have proved appropriate on most occasions, therefore consideration should be given to

- X a platform for the speakers or the main party ;
- SRA a lectern with means to hold speech notes in place;
- SRA a good reliable PA system with operator;
- SRA an unveiling stand and its reliability of operation;
- seating for the guests;
- SRA ✓ protection from the elements or a move to an indoor venue
- X to avoid sources of noise such as machinery, traffic, etc;
- DJF → the banners of the Institution, the owner and the sponsor as a back-drop.

When an indoor venue is appropriate, try to ensure
if rain use marquee

- the room size is adequate and ventilation is satisfactory;
- the PA system (if needed) works;
- the speakers and main party can be seen;
- the lectern is suitably lit;
- the unveiling stand is suitable;
- the seating arrangements are suitable;
- the banners can be displayed;
- noise and distractions are eliminated.

Invitations. The following list should be checked in order to decide on invitations appropriate to all aspects of the occasion.

- DJF { President of the Institution;
- Division President;
- Chairpersons of the Board of Engineering, the relevant Colleges, the local Division Branches, Panels and Committees, and the Regional Group;
- Chairperson, National Committee on Engineering Heritage;
- ~~The Governor General;~~
- ~~The State Governor;~~
- ~~The Prime Minister;~~
- ~~The Federal Minister, and local member;~~
- ~~The Premier;~~
- DJF → The State Minister, and local member;
- DJF → The local Mayor or Shire President;
- Representative of owner of the work; — *John Brew*
- Representative of the sponsor; *Murray will advise me*
- DJF { Chairperson, Australian Heritage Commission;
- Director, state body dealing with heritage;
- Chairperson, State Heritage Council or equivalent;
- President and Executive Director, National Trust;
- Representatives of kindred professional bodies;
- Presidents of the local historical and museum societies; and
- ✗ Children and staff from local schools.

Matters of protocol and other sensitivities need to be considered as they may affect attendances and make-up of the Official Party. Invitations to dignitaries should indicate whether they will be asked to speak or participate in the formalities.

X Deadlines should be set for the return of invitations, the issuing of press releases, and the preparation of the ceremony brochure.

DJF to prepare } ✓
SRA to print } b&w

A **ceremony brochure**, tastefully-designed, containing basic information about the work and explaining the significance of the event, should be available at the ceremony. A folded A4 sheet is usually adequate, of reasonable quality so that it may serve as a souvenir. The representative of the owner on the ceremony

committee should be encouraged to play a major role in producing this brochure.

The ceremony. Guests should be welcomed and receive a copy of the programme and ceremony brochure (often combined) and be allowed to congregate and converse for a few minutes. The formal ceremony should not normally exceed 30 minutes. A typical programme could be:

<i>Graham Truelove</i>	→ Welcome to guests and purpose of event	- 5 minutes
<i>2. IE Aust</i>	→ Plaquing awards programme described	- 5 minutes
<i>1. Brew</i>	→ Historical information about the work	- 10 minutes
	Presentation and/or unveiling the plaque	- 3 minutes
<i>Mayers</i>	→ Closing remarks	- 2 minutes
<i>& W. Kelan</i>	Official photographs	- 5 minutes

Brew & IE Aust { **Unveiling the plaque** would normally be performed by the President of the Institution of Engineers, Australia or a nominated representative, the Deputy President or the Division President. However, the organising committee should consider any matters of protocol consistent with the guests at the ceremony.

SRA { **Visual displays** are generally well received by the guests. They can provide additional information about the work, other similar works, the owner's activities and the sponsor's activities. But expert advice should be sought about preparing the material and how best to display it. Many owners and sponsors have experienced PR teams.

*general inspect site:
DJF tour guide* { **Tours** of the plaqued work are often appropriate. The ceremony committee should consider the possibility and negotiate with the owner, particularly about safety and the need for knowledgeable guides.

X **Entertainment and costuming** when properly prepared and managed can provide enjoyment for the public and be beneficial from a news media viewpoint.

SRA

Refreshments may range from the equivalent of an afternoon tea through to a main dinner. The former would normally be provided free by the ceremony committee, whereas the latter would require a participating charge.

SRA
& others

Photography is the principal means of recording the occasion, a never-to-be-repeated event. Therefore, experienced photographers, still and/or video, should be allocated to this task so that a good standard of visual record is made.

PUBLICITY

normal IE Aust
IE Aust invitations

Activities associated with the overall publicity should start six to eight weeks before the event, although preliminary planning may have begun much earlier. The owner or sponsor will usually make available one of their PR team with experience in media coverage.

SRA →

Local newspapers and regional TV, even the national media, have been effective in bringing wide public attention to the contribution of engineers and the works to society.

✓ DJF

The local Division Office should be kept informed and sent copies of press releases for inclusion in division inserts and transmission to "Engineers Australia".

ADVICE ON TIMING

The time taken for research and preparation of the nomination tends to dominate the total time between the initial suggestion and the plaquing ceremony. This time can be as short as 6 months, but experience has shown that it generally exceeds 12 months and may possibly extend to 2 years.

The submission to the Commemorative Plaque Sub-Committee should be made approximately 12 months before the proposed ceremony date. Administrative procedures ensure that assessment is dealt with quickly and a decision is conveyed to the nominating body in a month or two. If the nomination has been approved this would normally leave in excess of 6 months for finalising the plaquing ceremony. The following planning guidelines are suggested:

14 Derby Street
Vaucluse 2030
ph/fax 337 4867
10 August 1994

Mr. Greg Piconi
Works Manager
Ashfield Municipal Council.

Dear Mr. Piconi,

Plaquing Lewisham Railway Viaduct

On behalf of the Insitution I seek permission to use the reserve at Lewisham for this event. It will involve a marquee (in case of bad weather) a few chairs and a grouping of about 100 people from 2 - 3pm. We would appreciate access on to the reserve to set up the equipment, lecturn etc, which requires a key for the lock on the chain.

It will be a short simple function with no impact on the reserve and we guarantee to leave the venue as tidy and pleasant as it currently is. Among the invited guests will be the Mayors of Ashfield and Marrickville, Paul Whelan and other dignitaries associated with heritage.

I look forward to your cooperation,

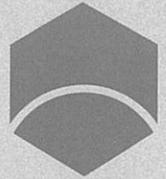
D. J. Fraser

Circulated to

*Sydney Engineers Sept issue
EHC mail list Sept
NT Quarterly Oct 17*

*Heritage VIPs end of Aug
(as per ESR issue)*

Don Fraser
14 Derby Street
Vaucluse 2030
ph/fax 02 337 4867
August 1994



**The
Institution
of Engineers,
Australia**

SYDNEY DIVISION

THREE PLAQUING EVENTS

for the 75th anniversary celebrations
of the Institution of Engineers,
Australia, 1994

EASTERN SUBURBS RAILWAY

Monday 17th October at 11am
Concourse of Martin Place Station.

WHIPPLE RAILWAY TRUSSES

Sunday 23rd October at 2pm
Reserve on north side of railway viaduct at
Lewisham, off Grosvenor Crescent.

LOCOMOTIVE 3801

Sunday 6th November during a day excursion
via Moss Vale and Unanderra. Must book with
Geoff Lillico (02) ~~337 4867~~ as I E Aust party.

699 2737

**75th
Anniversary**

**The Institution
of Engineers,
Australia**

1919-1994

18-JUL-1994 11:40

ARROW ENGRAVING

61 3 5532285

P.01

MATTHEWS BRONZE PTY. LTD. TRADING AS

ARROW ENGRAVING & FOUNDRY

125-126 BERNARD STREET, CHELTENHAM, VICTORIA
ADDRESS ALL CORRESPONDENCE TO P.O. BOX 215, CHELTENHAM 3192
TELEPHONE (03) 555 2922 FAX (03) 553 2386 (006) 33 5692

PAGES SENT INC. COVER 1 DATE 18/7/94

TO INSTITUTE OF ENGINEERS ATTENTION ROBERT FROM GEORGE
charnworth

300% 4 BOSSES FAX BROMIDE!!



**HISTORIC ENGINEERING
MARKER**

LEWISHAM RAILWAY VIADUCT

THIS PAIR OF TRUSSES FORMED PART OF THE RAILWAY VIADUCT OVER LONG COVE CREEK FROM 1886 TO 1993, DESIGNED BY MAX THOMSON FOR THE NSW GOVERNMENT RAILWAYS. THEY ARE PIN-JOINTED TRUSSES OF THE TYPE DEVELOPED IN AMERICA BY SQUIRE WHIPPLE THAT WERE WIDELY USED THERE. THE METHOD WAS TRIED ONLY ON THIS AND THREE OTHER BRIDGES IN NSW. THE PARALLEL BRIDGES HERE (1892 & 1925) SHOW THE CHANGE TO RIVETED TRUSSES, THEN THE WELDED PLATE WEB GIRDER REPLACEMENT SPANS.

DEDICATED BY
THE INSTITUTION OF ENGINEERS, AUSTRALIA
AND THE STATE RAIL AUTHORITY, NSW 1994.

PLEASE CHECK SPELLING & LAYOUT
BEFORE REPRODUCTION IS OK.

75th Committee suggests Sunday 23 Oct at 2pm

*Graham Truelove 224 2121 (Corporate) Fax 224 2006
Murray Hillan 219 1152 (City Rail) Fax 219 1877*

Facsimile:

Date: 19 July 1994

Total no. pages
(including this one)

2

To: Don Fraser
 Chairman
 Commemorative Plaque Sub-Committee

Fax number: (02) 337 4367 File: 3/6/87

From: Mena De Angelis, College Secretary

Subject: BROMIDE FOR LEWISHAM HEM



The
 Institution
 of Engineers,
 Australia
 NATIONAL OFFICE

Reference our telephone conversation this morning, please find attached the bromide for Lewisham Railway Viaduct as discussed.

I have spoken to George Chamworth from Arrow Engraving who assures me the incorrect plaque has not yet been manufactured.

Please advise your approval and I will instruct Arrow Engraving to produce the plaque.

Regards

Mena De Angelis

ad

To:- Mena De Angeli

From:- Don Fraser ph/fax 02 337 4867

Re:- Error on Lewisham plaque.

I found the Max Taylor that led to my error. He is the Project Engineer at SRA for whom I wrote the Conservation Plan and Heritage Study, which formed the basis of the submission for a HEM. He was the most prominent Max in my mind when I composed the plaque wording.

But as you see from my earlier fax, it's MAX THOMSON who must appear on the plaque.

Regards

Don 19/7/94
1.45 pm.

URGENT

To:- George Tsiamis

From:- Don Fraser ph/fax 02 337 4867

STOP PRESS!

LEWISHAM PLAQUE

Name in line 3 should be THOMSON
not Taylor.

No urgency for delivery of plaque to
there's time to correct or recast.

Thanks

Don
15/7/94
10 am

FROM : DON FRASER

PHONE NO. : 02 337 4867

May. 26 1994 10:20PM P21

MATTHEWS BRONZE PTY. LTD. TRADING AS

ARROW ENGRAVING & FOUNDRY

128-129 BERNARD STREET, CHELTENHAM, VICTORIA
ADDRESS ALL CORRESPONDENCE TO P.O. BOX 216, CHELTENHAM 3192
TELEPHONE (03) 856 2622 FAX (03) 856 2626 (008) 83 8892

PAGES SENT INC. COVER 1

DATE 26.5.94

TO Inst. of Engineers

ATTENTION Rob Green

FROM George Tsimia & Shirley

PLEASE CHECK SPELLING & LAYOUT
ADVISE IF EVERYTHING IS O.K.

300% 4 BOSSES FAX BROMIDE!!



HISTORIC ENGINEERING MARKER LEWISHAM RAILWAY VIADUCT

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DEDICATED BY
THE INSTITUTION OF ENGINEERS, AUSTRALIA
AND THE STATE RAIL AUTHORITY, NSW 1994.

Thomson
Fax sent
10 am on
Fri 15/7/94

Rob Green

The wording is correct.
Shut Shop will be 31st contact
Post plaque to my home
Check address file for a date/s.

Geoff Wannan, Regards

Don Fraser
Tel/Fax 3374867



HISTORIC ENGINEERING MARKER

LEWISHAM RAILWAY VIADUCT

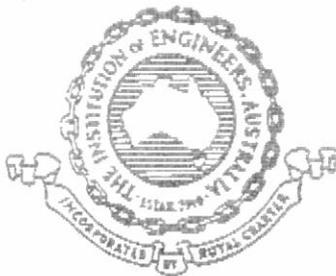
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AND THE STATE RAIL AUTHORITY, NSW. 1994

THOMSON

16"

MODEL DESIGN 15/7/94



HISTORIC ENGINEERING MARKER

THE FURPHY WATER CART

IN 1878 JOHN FURPHY INVENTED THE FURPHY WATER TANK WITH THE CAST IRON ENDS SEALED BY HEAT SHRUNK IRON BANDS. THESE OUTSTANDING EXAMPLES OF EARLY AGRICULTURAL ENGINEERING INGENUITY WERE WIDELY USED THROUGHOUT RURAL AUSTRALIA. THE TERM "FURPHY" BECAME A SYNONYM FOR SUSPECT INFORMATION & RUMOR DURING WORLD WAR I WHEN DRIVERS OF HORSE DRAWN WATER CARTS SERVICING AUSTRALIAN TROOPS, CARRIED INFORMATION & GOSSIP BETWEEN CAMPS. THE TANKS ARE STILL MANUFACTURED AT THE SHEPPARTON WORKS.

DEDICATED BY

12"