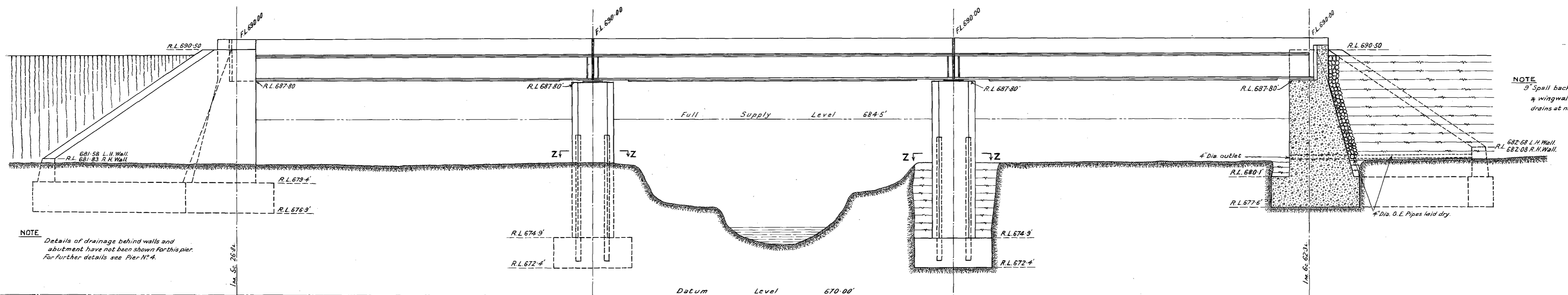


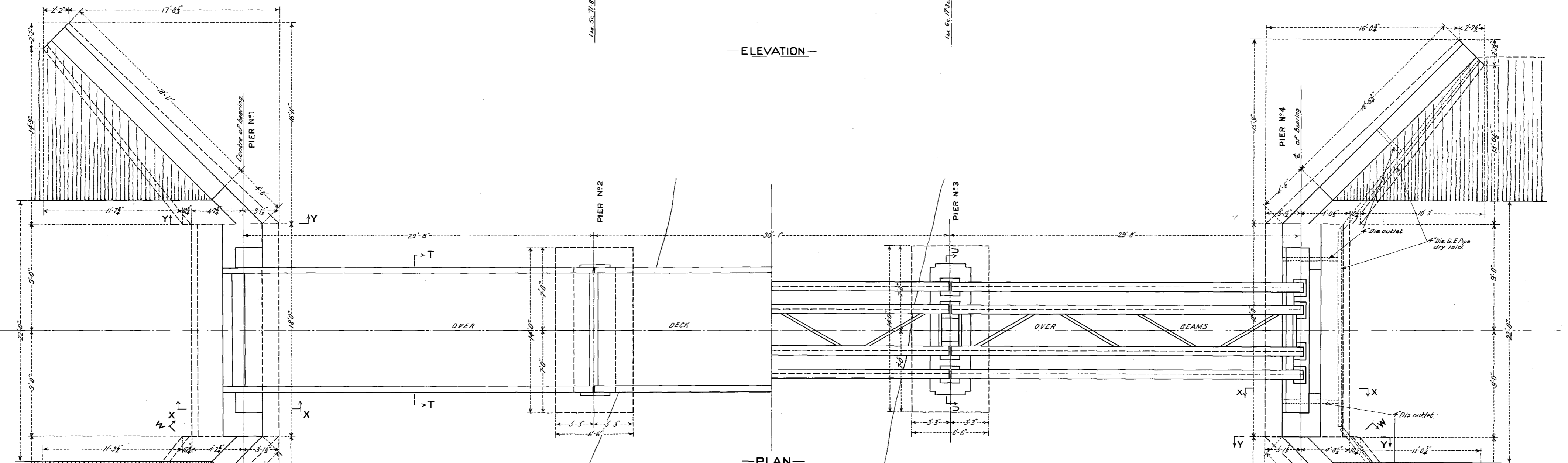
BOARD OF LAND & WORKS
RAILWAY CONSTRUCTION BRANCH



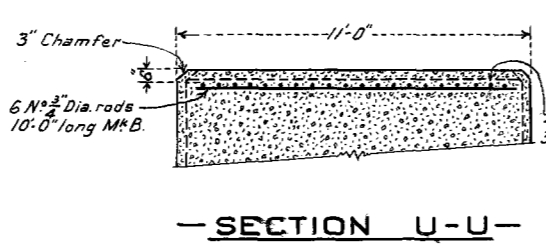
NOTE
3" Spill backing at back of abutment & wingwalls to be carried down to drains at natural surface level.

NOTE
Details of drainage behind walls and abutment have not been shown for this pier. For further details see Pier No. 4.

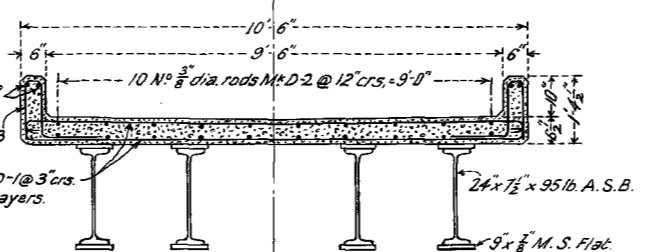
- ELEVATION -



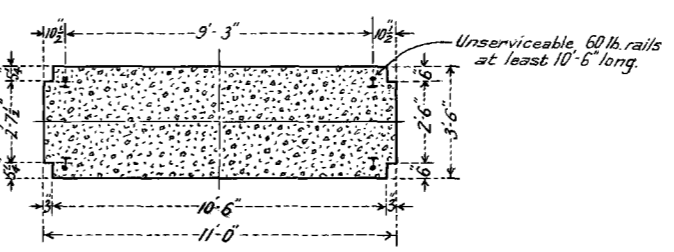
- PLAN -



- SECTION U-U -

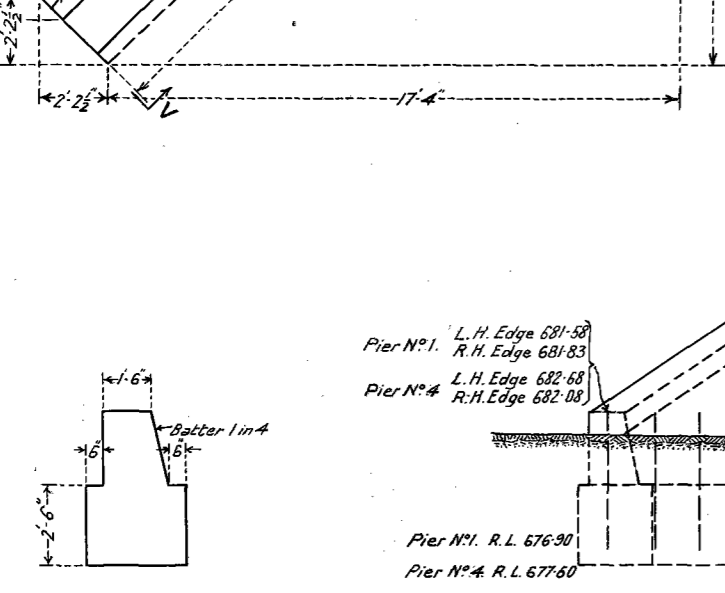


- SECTION T-T -

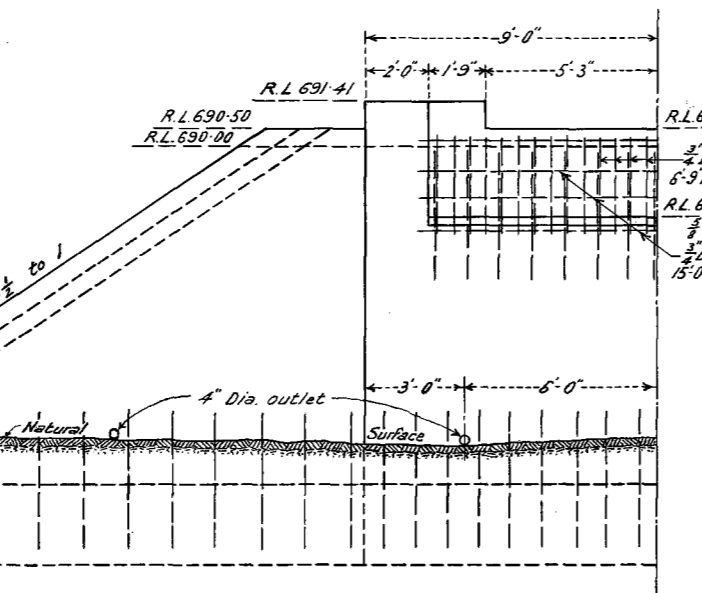


- SECTION Z-Z -

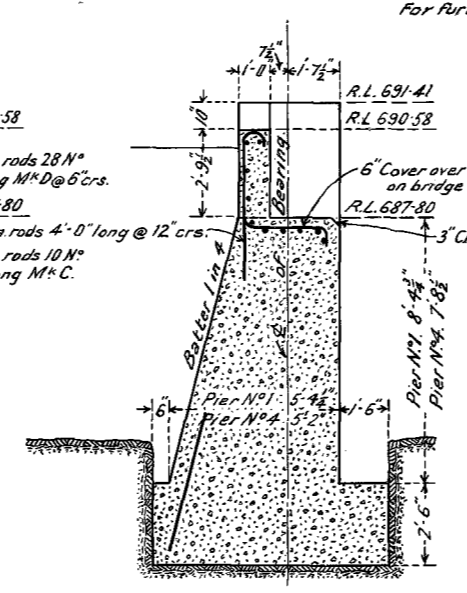
NOTES
Clear cover of concrete over reinforcement to be 1 inch for deck slab and 2" for kerbs. For further details of superstructure see plan F. 515.



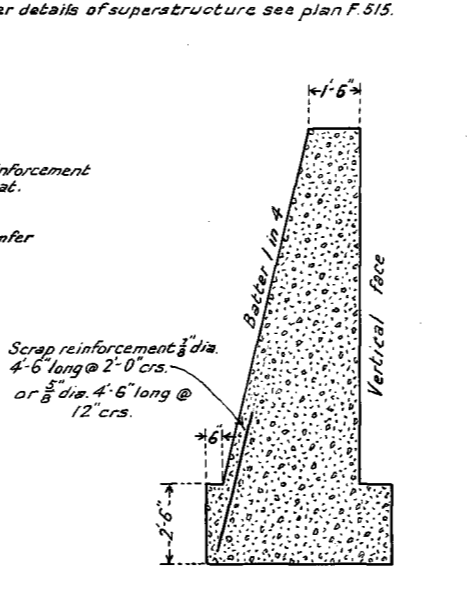
- SECTION V-V -



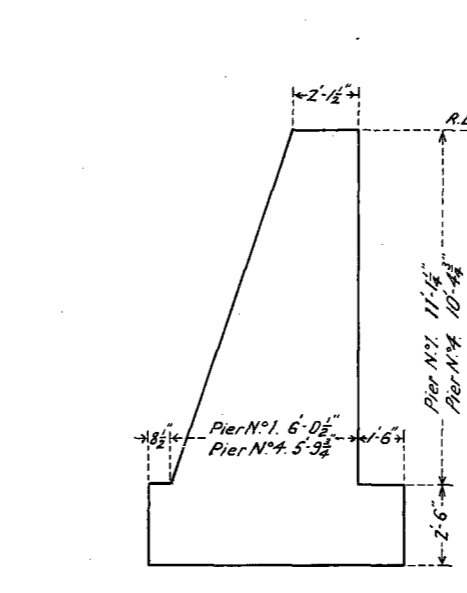
- HALF END ELEVATION -



- SECTION X-X -



- SECTION W-W -



- SECTION Y-Y -

NOTES
Design Loading - Cooper's E. 55.
Detail of abutments in accordance with Way & Works Branch Standard Drawing F. 436.
Superstructure in accordance with Way & Works Branch Standard Drawing F. 515.
All concrete to be Class A. minimum compressive strength at 28 days 3000 lbs. per sq. inch.

-CASTLEMAINE TO MARYBOROUGH-
-DEVIATION AT JOYCE'S CREEK-
-BRIDGE OVER CAPTAIN'S GULLY-
-SHEET N°1-
Scale 1/2" = 1 Foot

REVISIONS	LETTER	DATE	REMARKS	DRAWN BY	CHECKED	DATE	REMARKS
	A	10/30/50	Addition of Superstructure Section				
	B	11/4/50	Additional reinforcement in abutments				

DRAWN BY	H.L.E.	CHEF ENGINEER	
TRACED	A.S.K.	SUPERINTENDING ENGR	
CHECKED	H.A.B.		

DRAWING N°	341/2247
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