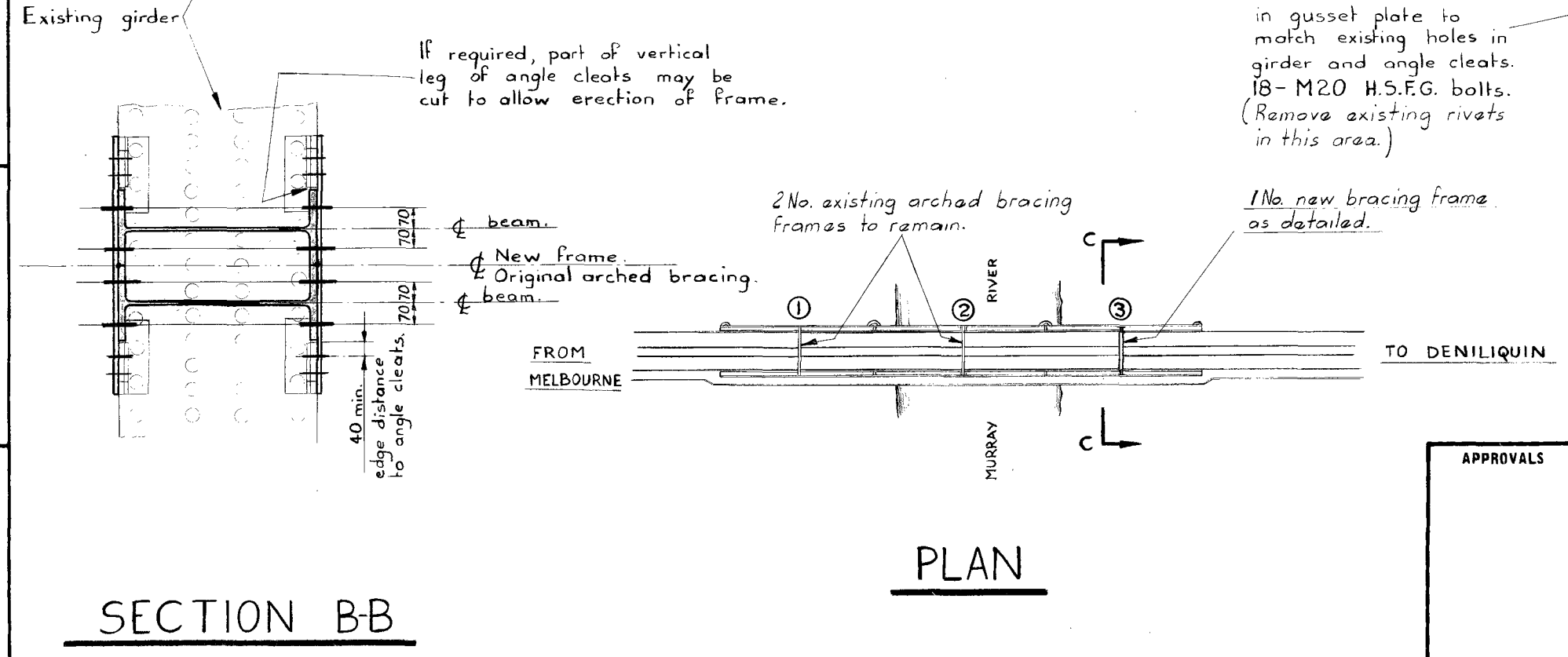
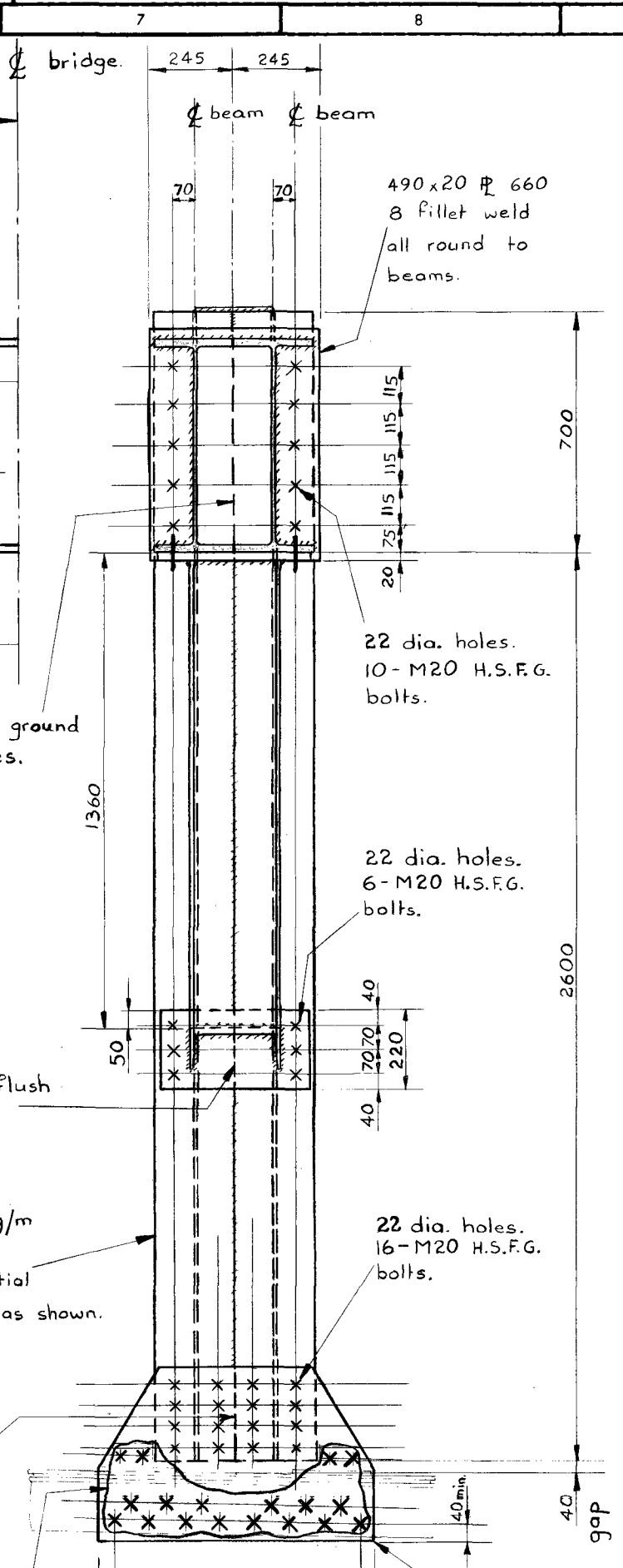


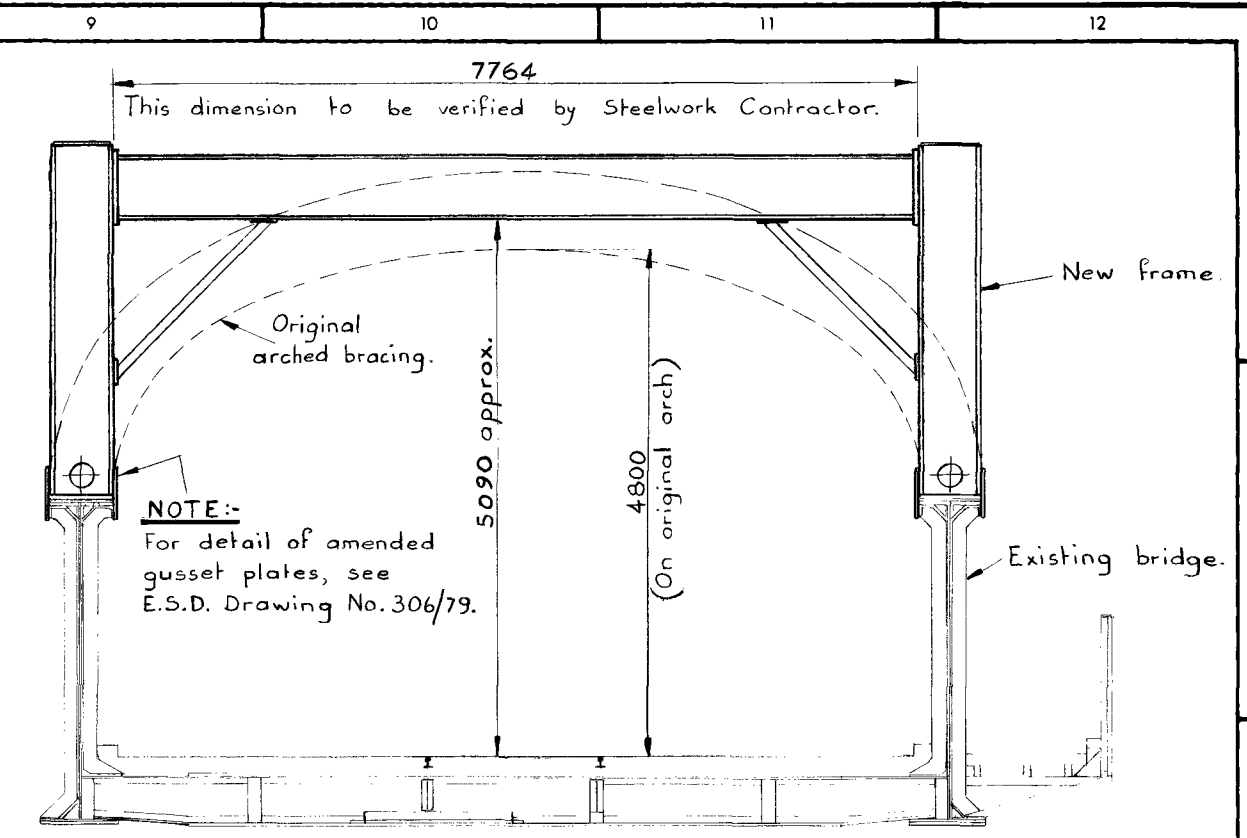
**HALF ELEVATION**



**PLAN**



**SECTION AA**



**SECTION GC**

**GENERAL NOTES:-**

- All structural steel shall be Grade 250 steel complying with AS 1204-1972.
- All welding shall be in accordance with SAA Welding Code AS 1554, Parts 1 and 2 - 1974.
- No welding shall be permitted on site.
- All high-strength friction grip bolts (H.S.F.G.) shall be high-strength bolts complying with AS 1252-1973.
- High-strength friction grip bolts shall be assembled and tightened by the part-turn method in accordance with AS 1511-1973 using 1 No. hardened flat round washer under both head and nut.
- All joints connected with high-strength Friction grip bolts shall be friction type joints in which all mating surfaces between connected parts shall be unpainted and clean including areas under bolt heads, nuts and washers.
- All holes shall be drilled unless noted otherwise.
- This Drawing shall not be scaled.

**PAINTING NOTES (New Steelwork Only):-**

- Cleaning (By Steelwork Contractor):-**  
All steelwork shall be cleaned to Class I Standard of AS 1627, Part 2-1975, Power Tool Cleaning of Steel Surfaces.
- Prime Painting (By Steelwork Contractor):-**  
Steelwork shall be shop brush prime painted with one coat of red lead paint complying with AS K145-1972, Type I, Grade I, Red Lead Based Paint for Structural Steel.  
No shop paint shall be applied to areas connected by H.S.F.G. bolts (See General Note 6).  
On completion of erection, all areas temporarily left unpainted and any areas of abraded paint shall be field prime painted as specified above.
- Finishing coats:-**  
Except for prime painting, all finishing coats will be applied by the Victorian Railways.

| APPROVALS | REV'N | DATE    | DESCRIPTION  | REV'D BY | APP'D BY | DESIGNED                      | DRAWN  | VICTORIAN RAILWAYS     |             |
|-----------|-------|---------|--|----------|----------|-------------------------------|--------|------------------------|-------------|
|           | A     | 20-4-79 | Bracing frame raised and gusset plates amended. See E.S.D. Drawing No. 306/79. | B.I.     | R.O.L.T. | B.I.                          | B.I.   | ECHUCA - BARNES        |             |
|           |       |         |  |          |          | CHECKED                       | CORRES | REPLACEMENT OF DAMAGED |             |
|           |       |         |  |          |          | R.O.L.T.                      |        | ARCHED BRACING No.3 ON |             |
|           |       |         |  |          |          | Engineer of Structural Design |        | BRIDGE AT 155M 70c 24L |             |
|           |       |         |  |          |          | CHIEF DESIGN ENGINEER         |        | (MURRAY RIVER BRIDGE)  |             |
|           |       |         |  |          |          |                               |        | FRAME DETAIL           |             |
|           |       |         |  |          |          |                               |        | DATE                   | OCT., 1978. |
|           |       |         |  |          |          |                               |        | SCALE                  | N.T.S.      |
|           |       |         |  |          |          |                               |        | INDEX                  | 3-189       |
|           |       |         |  |          |          |                               |        | DRAWING NO.            | 1103/78     |
|           |       |         |  |          |          |                               |        | REV'N                  | A           |