

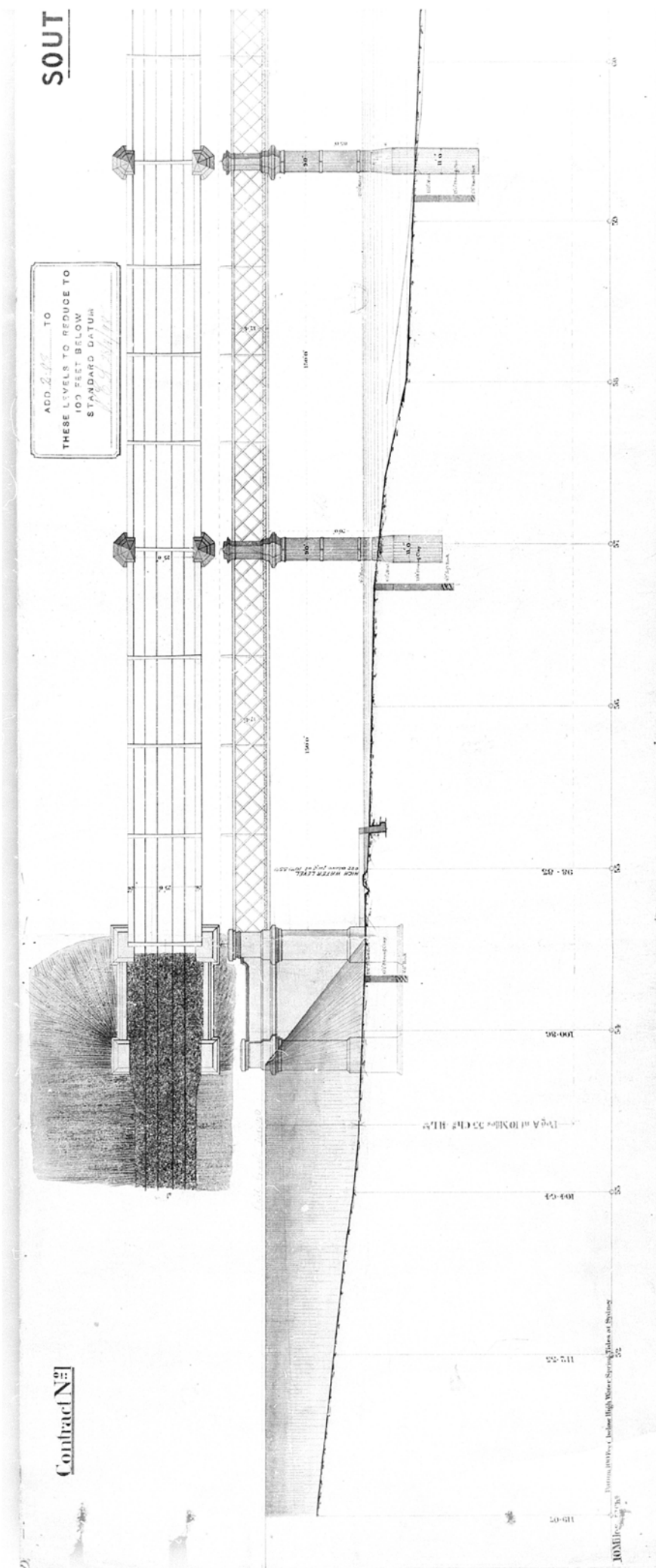


Image 1. The original plans of the bridge. Note the Amos brothers signature at the right hand end. The span is shown as 150 feet clear between the piers.

Images 3. The original plans of the bridge. Note the Amos brothers signature at the right hand end. The span is shown as 150 feet clear between the piers.

Contract No. 1

SOUTHERN AND NORTHERN JUNCTION RAILWAY

HOMEBUSH TO WARATAH

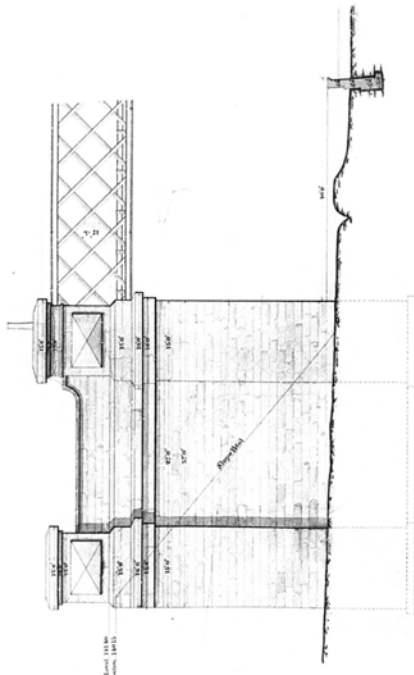
(HOMEBUSH TO THE HAWKESBURY)

Abutments for Parramatta River Bridge

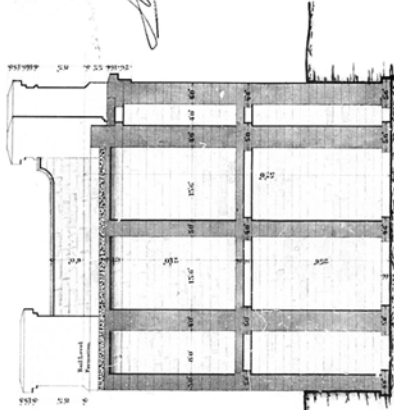
Scale: 1/2 inch to 1 foot

Drawing No. 15

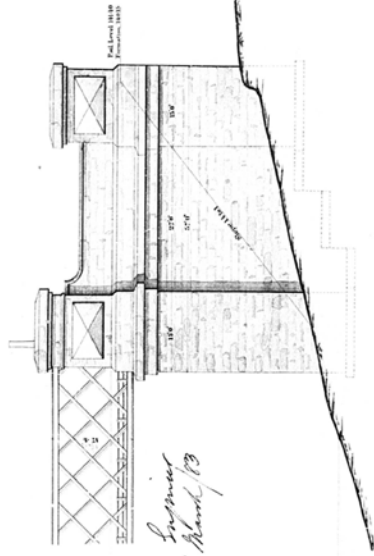
By the architect in charge of the
works, 15th March 1913.
The Engineer's Drawing
No. 15.



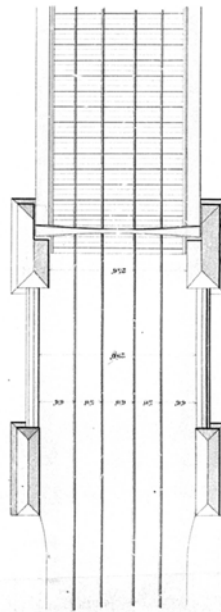
ELEVATION OF ABUTMENT



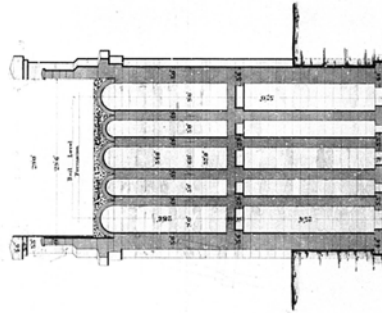
SECTION A-B



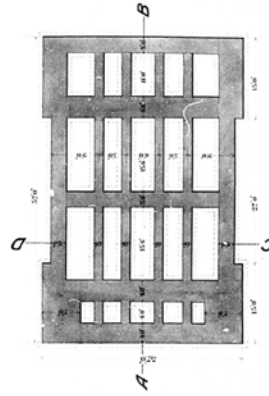
ELEVATION OF ABUTMENT



PLAN



SECTION C-D



SECTIONAL PLAN

This is the plan of the bridge, showing the layout of the structure, including the central pier and the spaces between them. The dimensions are given in feet and inches.

15th March 1913
The Engineer's Drawing
No. 15.

Image 4. Details of the internal structure of the sandstone abutments.

Contract No. 1

SOUTHERN & NORTHERN JUNCTION RAILWAY

HOMEBUSH TO WARATAH
(HOMEBUSH TO THE HAWKESBURY RIVER)

Bridge

over

Hawkesbury River

Scale 5 Feet to an Inch

Intermediate Cross-Girders.
Scale 2 Feet to an Inch.

Abutment.

Center Pier

Intermediate Piers



Longitudinal Section.

Elevation.

Plan.

Image 5. Details of the deck structure.



Image 6, 7. Construction photos. The timber falsework used to support the ironwork until it was self supporting is well illustrated.





Image 8. Construction photos. The timber falsework used to support the ironwork until it was self supporting is well illustrated.

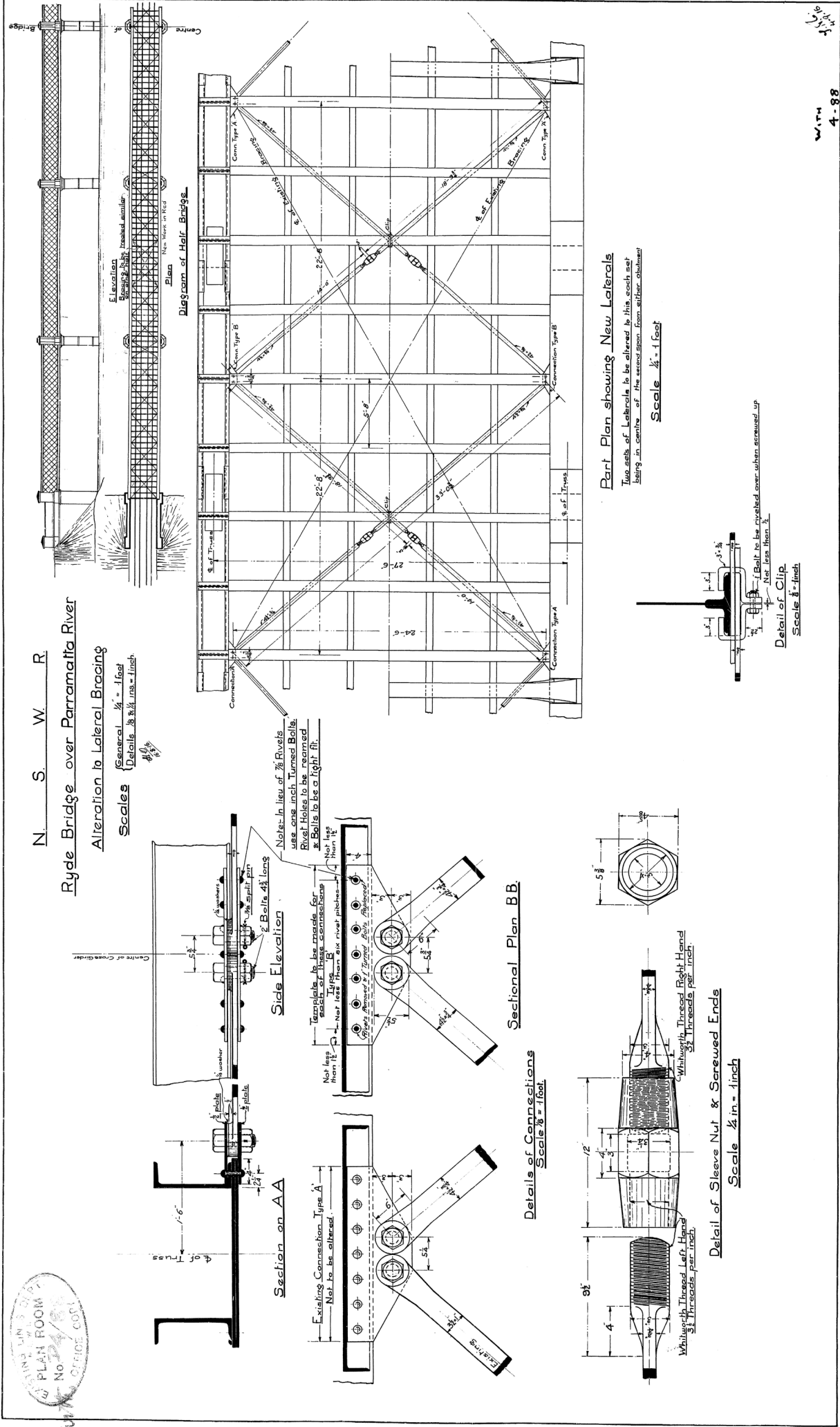


Image 9. The second set of transverse bracing added in 1916.

Image 10. The original proposal for replacement in the 1950s. The similarity to the short spans at Hawkesbury River is clear.

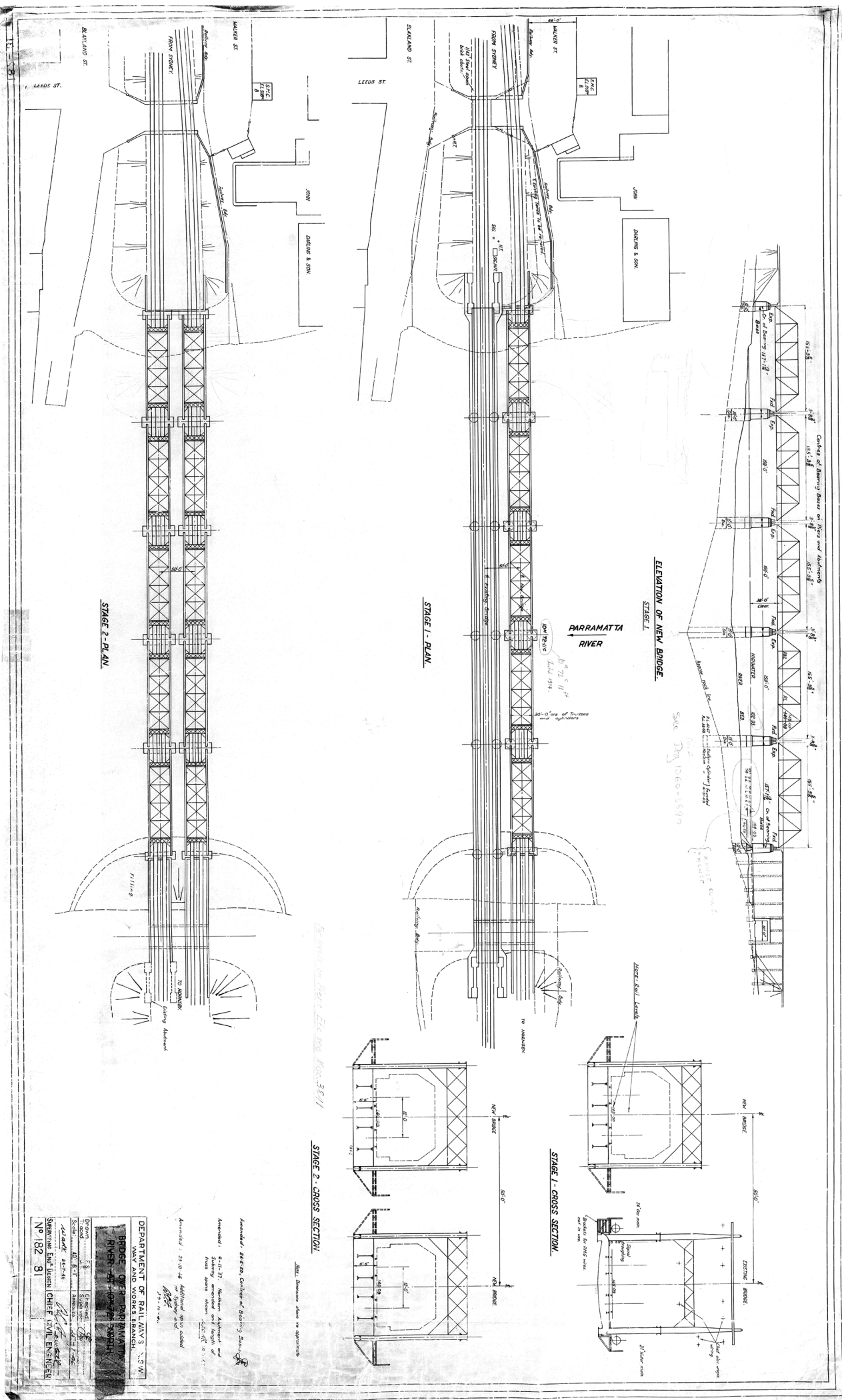




Image 11. Placing the box girders for the new bridge The floating crane has lifted the girder off rail wagons shunted onto already placed spans.



Image 12. The floating crane moves the girder to its final location.