

THE WORKSHOPS RAIL MUSEUM

INFORMATION SHEET

BREMER RIVER BRIDGES IPSWICH TO NORTH IPSWICH



The three Bremer River rail bridges in 1964. The original bridge is in the foreground then the second bridge (with the silver trusses) and the final bridge in the background.

Photo: John Newell

Original Bremer River Bridge

- The first bridge from Ipswich to North Ipswich was a combined road/rail bridge.
- Construction commenced by September, 1864.
- The bridge consisted of 3 X 150 foot iron spans supported by cast iron central piers and stone abutments. The spans were of the through lattice type. The supporting piers were 6 feet in diameter and filled with concrete. The bridge had been designed and constructed in the United Kingdom and erected on site. Some of the construction methods used were indicative of the scarcity of skilled labour and the poor manufacturing abilities.

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- The bridge was opened for traffic on the 31st July, 1865 with the opening of the first railway line to Bigge's Camp (Grandchester)
- New stone abutments on the northern side, were constructed in 1867 following flood damage.
- Following the opening of a second (parallel) bridge in 1897 the original bridge was used for road traffic only.
- The current David Trumpy Bridge was opened for traffic in 1965 downstream of the old road/rail bridge.
- The bridge spans from the original bridge were demolished in 1967.
- It was the first major river crossing to have been constructed in Queensland.
- The construction of this bridge was recognised internationally through an article which appeared in *The Engineer* for the 12th October, 1866.
- The heritage listed sandstone abutments on the northern and southern banks and the stone abutments where Heiner Road was carried over the original Wharf Line are all that now remain of the original bridge.
- This bridge was demolished about 1967.

Second Bremer River Rail Bridge

- The construction of a new railway bridge upstream and parallel to the original bridge was commenced in 1896.
- The bridge consisted of 3 X 150 feet riveted steel Pratt trusses supported on two cast iron cylinder piers and concrete abutments at either end.
- The new bridge was opened in 1897.
- The 1897 Pratt trusses was the first use of this type of construction in Queensland.
- This bridge was demolished about 1987.

Third Bremer River Rail Bridge

- The second bridge was duplicated in 1913-1915 with stronger spans to allow for 15 ton axle loads. Additional supporting piers were built for this bridge. The trusses used were also more substantial than the earlier bridge to carry the additional loading.
- This bridge is the only remaining railway connection to the Ipswich Railway Workshops.

Date Issued/Revised: 13/8/2002

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