



REGISTER OF HERITAGE PLACES

Interim Entry

1. **NUMBER** 2663
2. **NAME** *Eastern Railway - Three Bridges*
3. **LOCATION** in John Forrest Nat Park, Mundaring
4. **DESCRIPTION OF ELEMENTS INCLUDED IN THE ENTRY (GENERAL)**

There are three twin-riveted steel plate girder ballast deck railway bridges of single and three spans on concrete abutments and concrete piers along the railway formation.

Built by WAGR in 1926-28 to replace the original single line timber bridges (1893-96). The bridges and railway were duplicated in 1934-36 on the Northam side to match the existing bridges.

The railway was closed in 1966 and the track has since been removed.

The Register entry comprises the three bridges and the land on which they stand, being that part of Reserve 7537 defined in Heritage Council drawings numbered 10322-2, 10322-3 and 10322-4.

5. **LOCAL GOVERNMENT AREA** Mundaring
6. **OWNER**
7. **STATEMENT OF SIGNIFICANCE OF PLACE (ASSESSMENT IN DETAIL)**

The place has been assessed by the National Trust of Australia (WA) and has been entered in the Register held by that body as a classified building with the following statement of significance:

Believed to be amongst very few main line narrow gauge railway ballast deck overgirder riveted steel bridges remaining in Western Australia.

The Eastern Railway comprised a single line of 3'-6' gauge (1067mm). The second section of the eastern railway, linking Guildford and 'Chidlow's Well' was completed in 1884. However many problems were experienced in working the steep 1 in 30 grades. A route with easier grades and gentler curves was found; and the 'Mahogany Creek Deviation' was completed in 1896.

The original timber bridge at 16 miles 25 chains over Mahogany Creek (which it was later established was in fact Jane Brook) comprised 1 x 40' span (12.2m) and 11 x 15' spans (4.6m). It was replaced in situ with 3 steel spans on concrete piers and abutments in 1926-28 (1 x 58' riveted plate girder (17.7m) and 2 x 30' riveted plate girder (9.2m). The remaining timber spans either side of the steel girders were built into earth embankments.

In 1934-36 this section of the line was duplicated and twin bridges on the northern side were built to match the existing bridges.

The railway was closed in 1966 and the track has since been removed. There are three rivetted girder bridges along the old railway formation; at 16 miles 79 chains, and 17 miles 10 chains, although the first bridge is the best example. It is believed there are very few of this type of bridge left as others, not protected in a National Park, have been removed for salvage or scrap.

**8. REGISTER OF HERITAGE PLACES
(DATE OF GAZETTAL)**

Interim Entry 24/7/1992

9. CONSERVATION ORDER

10. HERITAGE AGREEMENT

11. REFERENCES

National Trust Assessment Exposition