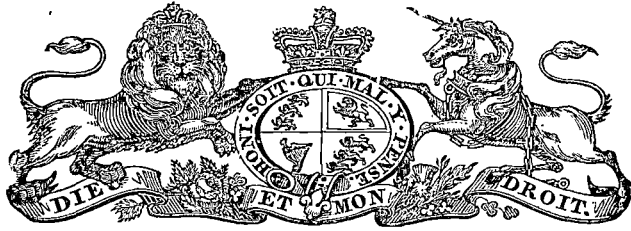


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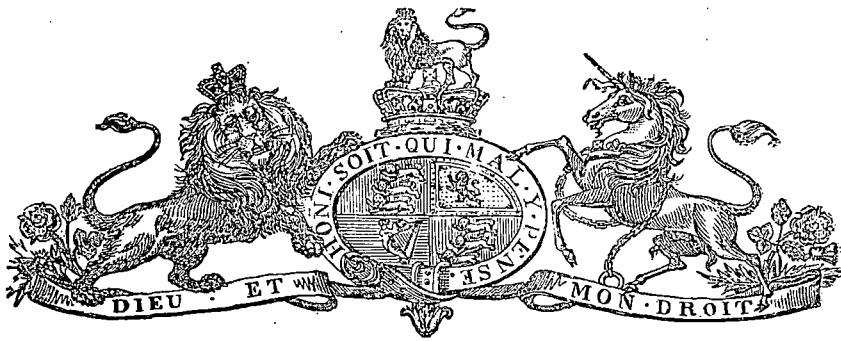
1888.

PARLIAMENT OF TASMANIA.

MAIN LINE RAILWAY:

REPORT BY ENGINEER-IN-CHIEF.

Presented to both Houses of Parliament by His Excellency's Command.



MAIN LINE RAILWAY.

Engineer-in-Chief's Office, Hobart, 2nd March, 1888.

SIR,

In accordance with your instructions, dated 11th ultimo, I have now the honour to submit report of my inspection of the Main Line Railway Works and Stock.

The renewals of fences have been further carried out, and the extent of same increased on account of the bush fires. Many gates, especially between Evandale and Ross, need renewal.

Some extent of work at numerous places is now necessary in ballasting, but more especially on the northern half of the line, and for requisite support on curves, while the "cesses" require making up with earthwork to carry the ballast. A ballast train is now working near Campania, and a pit of good ballast has been secured in Epping Forest, which I hope soon to see utilised for the work above referred to, more especially for curves on inclines or approaching bridges.

The road is crippled and knocked about on the first mile or so from Evandale; and, as usual, the preponderance of indifferent rails is on the northern sections; but these are, on the whole, a small quantity now.

With regard to bridges and culverts, some twelve items in List No. 1, attached to last Report, have been attended to in a satisfactory manner; and in some of the remaining and minor items they are either temporarily secured or material for permanent repairs is on sites. Of the larger works, the top of Clarendon Bridge is now under repair, and the southern end has been made good; but the portions destroyed by fire some weeks since are at present only temporarily secured. The Hunting Ground Creek, Elizabeth River, Macquarie River, Blackman's River, and York Rivulet Bridges are now in good and substantial repair. New strong rails and sleepers have been laid on Horse-shoe Bridge at Brighton; and Bridgewater Bridge is in very fair order,—the pier carrying Swing Bridge having been braced and stiffened, and the approaches (on Causeway) improved and made more secure; but the Blackman floodways, Currajong Creek, and some smaller bridges, require attention; and (as I have previously pointed out) the permanent way should have better support on northern end of Risdon Bridge.

I carefully examined the Tunnel, and found nothing worthy of remark in the unlined portions; while the lined parts are still sound and good.

The buildings, with a few exceptions at minor sidings, are in good order.

Many improvements and additions have been made to several stations and yards during past year, and these are detailed in List No. 2, attached.

The office and platform at North Bridgewater have been removed to opposite side of line; gate, &c., altered to accommodate Government traffic for Derwent Valley Line; and contract has been let by Government for a foot-bridge for passengers at this station.

The stock is in about the same fair order, always excepting (as before) a portion of the original passenger carriages. A tender axle, and subsequently an engine axle, have lately been broken; but, happily, without any serious accident. Two engines are now under repair in shops. The whole of the springs of wagon-stock have been now renewed; and the objectionable spiral springs, which were the fruitful source of so many mishaps, entirely discarded.

I have the honor to be,

Sir,

Your obedient Servant,

J. FINCHAM, *Engineer-in-Chief.*

The Hon. the Minister of Lands and Works.

LIST No. 1.—Repairs required.

(Distances from Launceston.)

	m.	ch.	
A	12	54.	Cattle-guards, Evandale Main Road.
	13	24.	Cattle-creep.
A	18	20.	Clarendon Bridge.
	19	35.	Accommodation Bridge (Mr. Youl's).
*	45	64.	8-ft. Culvert.
*	46	39.	4-ft. Culvert.
	48	53.	Taki Creek Bridge.
	50	40.	5-ft. Culvert.
	59	60.	Blackman Floodways.
	63	10.	Cattle-creep.
	63	38.	Bridge.
	63	45.	Cattle-creep.
	64	40.	Currajong Creek Bridge.
*	65	1.	Bridge.
*	66	19.	Bridge.
	70	57.	Double 8 ft. Culvert.
*	71	51.	Cattle-creep.
*	95	20.	Bridge.
A *	101	61.	Culvert (burnt).

At places marked thus * materials for repairs have been delivered.

LIST No. 2.—New Works.

Launceston Station.—Glass roof over small yard; large refreshment bar; enginemen's room; additional siding for wagon weigh-bridge; spare siding by engine shed; refixing weigh-bridge, with long drains from pit.

Epping Forest Station.—Extension of sidings, and provision of signals.

Conara Station.—Additions to offices and dwelling, and improvement of yard; signals.

Ross Station.—Large iron water-tank; coal stages; derrick crane; steam winch; weighing machines; pumping engines; new and large iron suction pipes from river; two stand-pipes.

Flat Top Station.—New and larger iron supply pipes for water.

Public Road Crossing.—At 119m. 11ch. from Launceston.

Bridgewater Causeway.—Additions to retaining walls.

Cornelian Bay Crossing.—Gates, cottage, and earth platform. (Part cost of cottage defrayed by Government.)

Hobart Station.—Enlargement of yard behind goods-shed, and laying new siding.

Public Works Office, Hobart, 8th March, 1888.

TASMANIAN MAIN LINE RAILWAY.

SIR,

I HAVE the honor to forward herewith a copy of the last Report of the Engineer-in-Chief, dated 2nd March, 1888, upon the Works and Stock of your Company, and to request your careful attention thereto.

I would especially ask your attention to the three items marked A in List No. 1 attached to such Report (these being pointed out by the Engineer-in-Chief as most urgent); and also that you will be good enough to inform me when they will be completed.

I have, &c.

E. N. C. BRADDON, *Minister of Lands and Works.*C. H. GRANT, *Esq., C.E.,**Manager Tasmanian Main Line Railway Co., Hobart.*

*Tasmanian Main Line Railway Company, Limited,
General Manager's Office, Hobart, 9th March, 1888.*

SIR,

I HAVE the honor to acknowledge the receipt of your letter of the 8th instant, with which you forward a copy of the Report of the Engineer-in-Chief, dated the 2nd March, upon the Works and Stock of the Tasmanian Main Line Railway Company, Limited.

I notice that you direct my attention to three items in the Report,—viz., Cattle-guards on the Evandale Main Road, Clarendon Bridge, and a Culvert at 101 miles 61 chains, as being works that require urgent attention, and desire to know when they will be completed.

In reply, I have to state that the Gates, &c. for the Nile Road have been some time under construction, and will, I hope, be hung, and the Cattle-guards filled up, during the course of the next week. The Clarendon Bridge has received continuous attention for some months past; and at the present time men are engaged in completing the renewal of the abutment at the northern end, which is the work I understand to be desired by the Engineer-in-Chief. The burnt culvert at 101 miles 61 chains has been temporarily repaired, and will very shortly be permanently reconstructed.

The repair of the earthworks and ballasting is in rapid progress, and will be thoroughly performed during the next few weeks.

The renewal of gate-posts is annually performed on an extensive scale; and all that require attention will receive it, the posts being already on hand and seasoning.

I have, &c.

C. H. GRANT.

*Hon. E. N. C. BRADDON, M.H.A.,
Minister of Lands and Works.*