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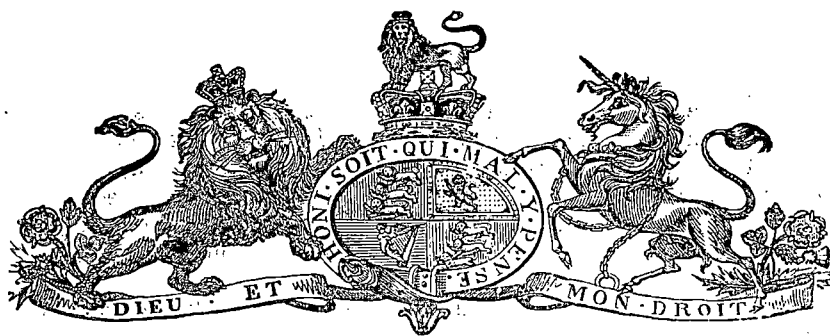
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MAIN LINE RAILWAY:

REPORT BY ENGINEER-IN-CHIEF.

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



## MAIN LINE RAILWAY.

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*Engineer-in-Chief's Office, Hobart, 18th February, 1887.*

SIR,

IN accordance with your instructions I have the honor to report that I have examined the works, buildings, and rolling stock of the Main Line Railway, and give below my remarks upon the same.

The renewal and repair of fences is still proceeding; the total renewal now amounts to about 38½ miles, and much of it is of a construction superior to the original fence. No further slip has occurred at south end of Flat Top tunnel, as noted in my last Report.

Attention has been directed during the past year to the requirements which I advised you were necessary for security of the bridges and culverts. In several places the large culverts and bridges have been protected from scour of floods (which was seriously endangering them) by the addition of stone inverts, rough pitching, and stone outfalls, while a retaining wall has been added to large culvert at Bilton's. The trusses over Humphrey's Rivulet and Macquarie River have been strengthened, and a new deck fixed over the whole length of the Macquarie River Bridge, except at large span: but the defects at both ends of Clarendon Bridge are still unremedied; the northern end is supported with packing, which is loose, while the southern end is unsafe; of two beams under one rail one is utterly rotten.

The temporary props still remain in some of the smaller bridges, and others have been added where the piles have decayed, as at Antill Ponds and Tunbridge, while new beams and plates have been put in other places as required. A large portion of the masonry walling in bridges between Campbell Town and Flat Top is shaken with the traffic; Barwick's Bridge at Antill Ponds having one pier cracked longitudinally, and the Fisher Creek Bridge, referred to in my former report, has developed a slight further settlement, but not to a dangerous extent. Further renewals and repairs are required as per List No. 1 appended.

The tunnel, which is to a large extent unlined, appears still sound. Small pieces of stone are dislodged from time to time by the men in charge as they appear to be likely to fall, but I could not observe many places where this had been done. It would be well for the Company's Engineer to have an examination made of the shafts which are unlined, and test them for any loose stone.

The "running top" of the permanent way is not in first-class order on Jericho Station or on portions of the northern section, and "slack" occur from subsidence of the embankments, while there are a few bad rails on Evandale incline; the fastenings generally are well looked after, the exception being in some defective joints near Elwick Junction and on Risdon Incline, and an absence of dog-spikes on approach to Horse-shoe Viaduct. Some ballast is required on outside of curves at Lowestoft, Berriedale, and near Eastern Marshes, as well as under ends of sleepers at north abutment of Risdon Viaduct; the sleepers as a whole are now good, while the bad rails have been replaced with 45lb. steel rails, and 1100 tons imported for renewals during the past year; this quantity should suffice for the present.

The platform walls at Evandale and Ross have been removed, and the ordinary platforms dispensed with.

The subject of a light footbridge at Ross Station has again been brought forward, and such is desirable at all places where trains meet.

The old Tea Tree station has been abandoned and a new station-yard constructed.

The buildings, with the exception of those at Epping Forest and Jericho, are in fair order; the Jerusalem Station roof has been covered with galvanised corrugated iron in place of shingles, and this has been also done at the Erecting and Wagon Shops, Hobart, as well as over the Locomotive Sheds, where, also, smoke-flues have been provided.

The rolling stock is generally in fair order. Engines Nos. 4 and 15 are under repair. No. 8 was destroyed in the Brighton accident, and No. 9 (injured in Bridgewater accident) has been repaired. The small engine (No. 11) used for local traffic and shunting has been sold, and a locomotive of superior type is now running the local traffic in its place. A new boiler has been placed in one of the goods engines, and four new boilers are now in the yard. Some of the older coaches require cleaning and painting, and some of the wagon stock also requires painting.

Generally, a steady gradual improvement has been made and is continuing on this Line. Fences are renewed in a manner superior to original construction. The same remark applies to bridge-decks. The sleepers are all increased 50 per cent. in size; weight of rails increased; while the stock is being improved as it is being renewed.

I attach a List (No. 2) of various new works, some of a minor character; and still think it is a question whether renewals *in excess* of original construction, *e.g.*, weight of rails, size of sleepers, quality of stock, fences, &c., should not be made a charge against "Capital Account" in some fairly approximate manner.

I have, &c.

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

*The Hon. the Minister of Lands and Works.*

#### LIST No. 1.—RENEWALS AND REPAIRS REQUIRED.

New beams required for two five-foot culverts near  $4\frac{1}{2}$  miles from Hobart.  
 To watch piles of Jordan Bridge, which are small, and now gone at heart.  
 Channel to be cleared, and new beam put in bridge at Strathallen Creek, Tea Tree.  
 Abutment foundations to be protected at "Willows" Bridge, Tea Tree.  
 Waterways to be pitched at once, and strong apron built to save abutment wall.  
 Waterways to be pitched with large stone, and outfall to be protected.  
 Renew bad beams in bridge at Brain's Marsh.  
 Renew floor, and rebuild walls of culvert at Hunter's Swamp Creek, 85 miles 75 chains from Launceston.  
 Renew beams at Fisher's Creek (timber partially provided.)  
 Renew beams at bridge,  $73\frac{3}{4}$  miles from Launceston, at once.  
 Renew beams at cattle-creep near York Plains siding.  
 Waterway to be pitched and foundation protected at Barwick's Bridge, Antill Ponds, and renew some girders (pier cracked longitudinally.)  
 Waterway to be pitched and foundation protected at Harrison's Bridge, Antill Ponds, and renew some girders.  
 Renew piers of bridges at  $64\frac{1}{2}$  miles and  $63\frac{1}{2}$  miles from Launceston, and at Blackman's River flood openings (now temporarily secured.)  
 Renew top of Blackman's River Bridge at Tunbridge.  
 Enlarge culvert at  $52\frac{1}{4}$  miles from Launceston, which is too small.  
 Renew beams of two culverts near  $49\frac{3}{4}$  miles from Launceston.  
 Renew piers of Taki Creek Bridge, Ross, (now temporarily secured.)  
 Renew beams at  $45\frac{3}{4}$  miles and  $39\frac{3}{4}$  miles from Launceston.  
 Renew piles of Mr. Youl's cattle-creep.  
 Build abutments and secure each end of Clarendon viaduct in a permanent manner, and watch some 10 or 12 piles which are shells now from heart decay.

#### LIST No. 2.—NEW WORKS.

Yard for Fingal Coal at Hobart.  
 Siding at New Town and road along same.  
 New station and yard at Tea Tree.  
 Addition to Station Master's Residence, Campbell Town.  
 Foundation for large iron tank to be erected at Ross.  
 Earthwork for extension of sidings at Epping Forest.  
 Movable glazed end, Launceston Platform.  
 Signals at Parattah (for Main Line), and at South Bridgewater.  
 Loading-gauges at all Stations.  
 Rail-bending machine, with small engine, at Hobart.

#### NEW WORKS FOR GOVERNMENT TRAFFIC (CONSTRUCTED BY GOVERNMENT.)

Additions to siding at Parattah.  
 Junction at North Bridgewater.  
 Junctions at Corners; two sidings; signals; waiting-rooms: and platform.