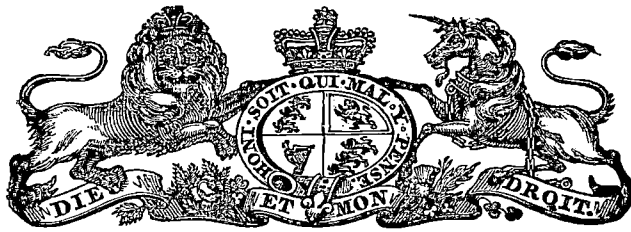


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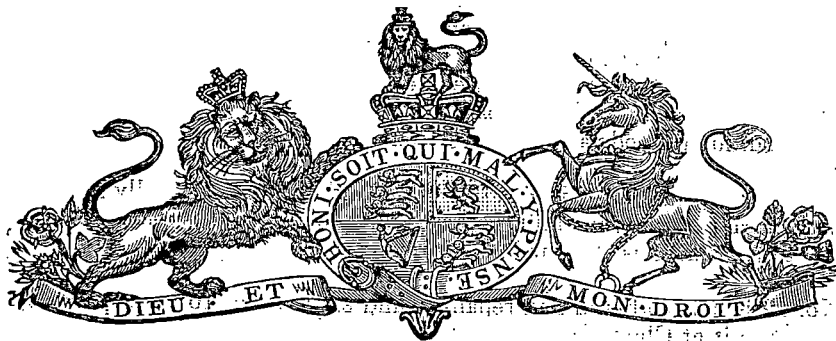
1890.

PARLIAMENT OF TASMANIA.

TASMANIAN MAIN LINE RAILWAY :

REPORT OF INSPECTION BY THE ENGINEER-IN-CHIEF.

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



Engineer-in-Chief's Office, Hobart, 23rd April, 1890.

SIR,

I HAVE the honor to report that I have again examined the works of the Main Line Railway, and find them generally in good order, the exceptions being portions of fencing, minor station buildings, and such items as are hereafter referred to.

The earth "cesses" require making up in Epping Forest, in order to give requisite support to ballast.

The running top of the permanent way is good.

The repairs suggested in a former report as necessary in the tunnel at Flat Top have been attended to, and, in addition, the arch-rings of the lined portion have been pointed in cement, care appearing to be taken in examining the unlined roof from time to time and removing any loose portions; but these have been but few in number and very small in extent.

The late heavy floods rendered it necessary to repair or renew several of the culverts; destroyed a portion of the line south of Clarendon viaduct, submerged it over a considerable extent on Clarendon flats and in Evandale Station yard to a depth of several feet. The embankment that was destroyed has been replaced by about 520 feet of additional bridging in extension of that provided some years ago after the first wash-out at this place, and the level of line raised to a small extent. When it becomes necessary to replace the present structure over the South Esk River, it will be advisable to both enlarge the spans and raise the level.

Renewals or repairs of bridges and culverts indicated as required in list No. 1 attached to last report have been partially effected, or are now in hand, together with renewals and repairs of other works damaged by floods, all being done in a sound and substantial manner with well-built masonry and wrought iron girders, or timber of good quality and solid construction; the new floodways at Clarendon being an excellent example of the latter.

Alterations of roads in station yards are in hand to give sufficient clearance for wide stock of the Government Lines. Signals have been put up at minor stations, and are still omitted from an important station like Ross, where trains regularly pass. I have referred to this subject formerly, and think it advisable that a footbridge connecting the two platforms should be erected also at Ross.

I have previously in my reports on Government Lines referred to the necessity for better accommodation at Conara Junction for the interchange of traffic with the Fingal Railway, and in connection with this subject may refer to the Hobart yard, which is fast becoming too limited and inconvenient for the growing traffic, and will be found more so when, in addition to the Derwent Valley goods, room will be required for trucks from Green Ponds Line.

Some addition has been made to Hobart yard by a loop-line at entrance, and erection of new platform, &c. south of Macquarie-street crossing.

The works now requiring attention are—

- Blackman River floodways, new piers.
- Bridgewater Bridge, fixing beams on hand.
- Campania Bridge, fixing iron girders on hand.
- Wallaby Creek Bridge, new side-walls.

The last named is urgent. The ends of Risdon Bridge, referred to in last Report, have been well secured, but permanent repairs are not yet effected, owing to a contemplated entire reconstruction of the bridge in masonry and ironwork.

The new works of construction performed during the year are—

Additional sidings at Hobart.
 Additional platforms, wall, fences.
 Additional office, &c.
 Signals at Rosetta and Berriedale.
 Cattle-yards at Jericho Road.
 Additional floodways at Clarendon.

The rolling-stock appears to be in fair condition, and is being gradually improved as opportunity offers. The new carriages and vans building are more roomy and superior than those previously built, and are of same widths as standard Government stock.

Engine No. 12 is being altered and repaired, and engine No. 16 is at present out of use since the recent accident to it at Clarendon.

I have the honor to be,
 Sir,

Your obedient Servant,

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

The Hon. the Minister of Lands and Works.