(No. 100.)

1883.

TASMANIA.

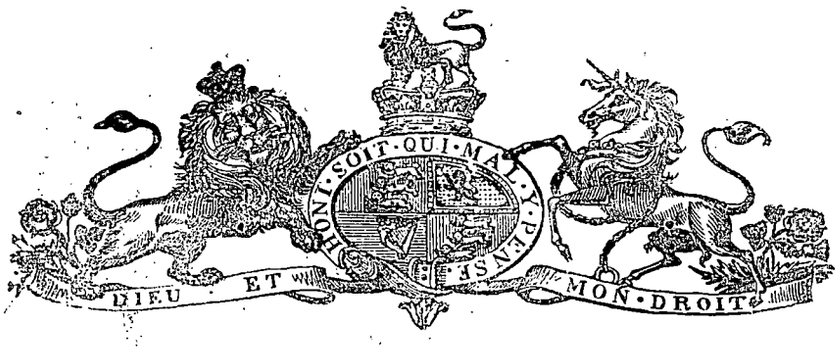
HOUSE OF ASSEMBLY.

LONGFORD BRIDGES:

CORRESPONDENCE.

Return to an Order of the House. (Mr. Archer.)

Laid upon the Table by the Minister of Lands, August 24, 1883; and ordered by the House to be printed, August 29, 1883.



Longford and Cressy Main Road, 23*rd April*, 1883.

SIR,

I AM directed by the Main Road Board of Longford and Cressy to ask you to allow the Engineer-in-Chief to inspect and report upon repairs required to the Bridge at Longford under the Board's charge. At the same time they would suggest that he should inspect and report upon the lower Bridge.

Both these Bridges are in a bad condition, and need, I believe, speedy repairs.

I have the honor to be,
Sir,
Your obedient Servant,
HENRY S. HUTCHINSON, *Secretary*.

The Hon. the Commissioner Main Roads, Hobart.

I SHALL be unable to attend personally to this for some time, but will instruct the Engineer of Roads if desired.

J. FINCHAM.
25. 5. 83.

ENGINEER of Roads to be instructed. Writer to be so informed.

NICHOLAS J. BROWN.
28. 5. 83.

BRIDGES NEAR LONGFORD.

Hobart Public Works, 15*th June*, 1883.

SIR,

I CALLED on Monday, 11th June, on Mr. H. S. Hutchinson, Secretary for the Longford Road Board, in reply to the request of that Board that an Officer from the Public Works Department should visit and report on the Bridge over the South Esk at Longford.

Mr. Hutchinson explained to me that his Board would much prefer that both Bridges over the South Esk should be examined and reported upon, and that he regretted that he was unable to accompany me. I visited and inspected both bridges on the 12th June, and have to report:—

1st. King's Bridge crosses the river about two chains below the junction of the Lake and South Esk Rivers, and about 12 chains above where the iron bridge on the Launceston and Deloraine Railway spans the river. This Bridge is 215 feet long, the guard-rails are composed of small wrought iron standards and three chains. The deck is in fair order, 4 inches in thickness and 23 feet in width, and is divided by longitudinal kerb pieces of hardwood $8'' \times 4''$ into two footpaths 3 feet wide, and roadway 14 feet. The present deck line is about 4 feet 9 inches above the ordinary stream level, and in flood time it is submerged and impassable. The flood rises above the bridge deck from 3 to 5 feet. The bays of piles have been driven with a span between each of 12 feet. The piles were renewed some 8 years since and the old headstocks were replaced. To a casual observer there appear to be 8 piles in each bay, as the old piles were not removed at the time of the renewal of the timbers. This is to be regretted, as a very serious impediment has been offered to the flow of the stream, and the stability of the Bridge endangered. The piles used in repairs were not of quality fit for the work, and far too small, and, in my opinion, not driven to a firm foundation. Neither wales nor bracing have been fastened to the piles, and the headstocks are much decayed and weather-rent. The whole structure is, in consequence, very shaky. The deck and girders are in good repair, and, for slow traffic, I am of opinion that this Bridge will be serviceable for the next two years.

I would recommend that when the present structure is replaced by a new bridge the deck level be at least 7 feet higher.

I estimate, in that case, the new bridge to cost,—

	£
Earthwork in approaches, say 2000 cubic yards at 1*s.* 6*d.*	300
Metal for new bank and bridge deck	64
Timber bridge completed	2160
(Say £2400.)	£2524

WILLIAM DUFFY, *Engineer of Roads.*

The Engineer-in-Chief.

BRIDGES NEAR LONGFORD.

Hobart Public Works, 15th June, 1883.

SIR,

THE second Bridge inspected by me on the 11th June is on the main road from Longford to Perth, and is known as the Lower or Muddy Plains Bridge. There are 7 bays of piles in the stream, consisting each of 7 upright piles and 2 spur piles with headstock and double wales and braces. The ironwork is, for the most part, hanging uselessly to beams, never having been screwed up since erection; otherwise, this portion of the Bridge and the timbers are in good repair, and will last for several years. There are 4 bays of piles on the flat at present dry, and subject only to flood water. The timber in this part of the Bridge in piles, headstocks, wales, and braces is in a far worse state; the wales and braces were spoilt and made nearly useless by the men who fixed these timbers. This portion of the Bridge is evidently of an older construction, and the piles and headstocks are much decayed. The deck timbers are also nearly worn out, and the deck line of this part of the structure is much sagged, and requires immediate repair. The ironwork throughout has been neglected, and hangs loosely to the different timbers. The length of the Bridge is 332 feet, the roadway is 17 feet 9 inches in width, and has been coated with gravel, and the deck timbers are, in consequence, much preserved.

With repairs to the four bays and the deck over that part that covers the flat, to the amount of £70, this Bridge will serve the traffic for the next five years. I estimate the cost of a new Bridge at £2900.

WILLIAM DUFFY, *Engineer of Roads.*

The Engineer-in-Chief.

WILLIAM THOMAS STRUTT,
GOVERNMENT PRINTER, TASMANIA.