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1886.

PARLIAMENT OF TASMANIA.

EXTENSIONS NORTH-WESTERN RAILWAY:

REPORTS BY THE ENGINEER-IN-CHIEF.

Laid upon the Table by the Minister of Lands, and ordered by the House of
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TASMANIAN GOVERNMENT RAILWAYS.

No. 1.

Public Works Office, Hobart, 15th November, 1886.

NORTH-WESTERN LINE—EXTENSION FROM FORMBY, VIA INLAND ROUTE.

SIR,

I HAVE the honor to submit herewith some remarks in connection with the above subject for your consideration :—

Section, Formby to Ulverstone (now authorised for construction).

Between Formby and Leith (Forth Heads) the only way of getting inland is at the River Don by going up the east bank of the river, but it is only practicable to go further along the coast by returning down the west bank. This would take the line through the Don township.

Between Leith and Ulverstone the line can be taken inland as far as the township of Hamilton-on-Forth.

Surveys and estimates have been made for this line, and they are now before the House of Assembly.

Section, Ulverstone to Emu Bay (authorised for Contract Survey, now completed).

It is practicable to carry the line inland between Ulverstone and the Penguin by following up Myrtle Creek, and a survey has been made for same.

I attach the Report of the Inspecting Engineer of Railway Surveys upon this line.

A proposal for a deviation at Emu Bay end has also been examined by a prospect of the route. This deviation ran up into the head of the Stowport Settlement, many miles back from the coast, and then returned into Myrtle Creek above referred to, leaving the Penguin township some distance away, and increasing the through distance at least ten (10) miles.

The grades of 1 in 40 are very long, and the work so costly in portions that this was deemed not to be a reasonably practicable line.

When it is remembered that the whole coast slope rises more or less steeply to a height of from 1000 ft. to 1200 ft., and that this slope is intersected and hollowed at frequent intervals by gullies and rivers, and when it is also remembered that the townships on the sea line must be reached if practicable, it will readily be understood that departure from the authorised level line near the sea shore would cause a succession of loops rising and falling over the various ridges that must inevitably be crossed.

A main trunk line, such as this North-Western Line, with a better prospect of gaining traffic than almost any other line in the Colony, should, from an engineering as well as from an economical point of view, as regards future working expenses, be as level and direct as possible, and I feel sure that any departure from this would very soon be generally recognised as a grave mistake.

The amount of residential property that is interfered with, as far as I am aware, is confined to one case, and then the residence is on a hill far above the railway, from which it is partly screened by the foot of such hill.

Many railways, like the South Devon in England, follow the beautiful coast line there, and traverse esplanades without spoiling the neighbourhood for residences; the result being in the opposite direction, causing a large and rapid increase of such residences.

In a Report accompanying this I have dealt with the proposals for inland routes for extension from Spreyton and half way between Latrobe and Formby.

I have the honor to be,

Sir,

Your obedient Servant,

The Hon. the Minister of Lands and Works.

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

No. 2.

Public Works Office, Hobart, 15th November, 1886.

NORTH-WESTERN LINE—EXTENSION FROM SPREYTON INLAND TOWARDS ULVERSTONE.

SIR,

IN Paper No. 144, House of Assembly, Session 1885, will be found a short report made by me after a rough examination of the route, and I have had no reason since to modify the views therein expressed.

Statements affecting the reliableness of the Report were made at the time, and were ignored by me; but as they have been persistently repeated up to the present time, I will ignore them no longer, as I should have wished to do, but state that I do not know of even the shadow of an excuse for the untruthfulness of the assertions that I was not fully acquainted with the ground I was going over, or that any difficulty was experienced. The gentleman who accompanied me can bear testimony to what I have stated.

An alternative route, which has been spoken of as Mr. Eddie's line, is really only a part of his preliminary survey for a line from Sheffield to Spreyton, and does not go westward of the Don River. This so-called route trends at once south through the hills from the railway at Spreyton to the Don River at about 6 miles up, then it would leave Mr. Eddie's survey, and would have to double back and follow the river down to the Don Township, and thence to the contract line on the Coast, or else follow that which I have reported against in the Paper before referred to. If it follows down the Don River the distance between Spreyton and the Don is increased at least 5 miles, and 10 miles of a new railway in a bad country must be constructed, as against 2½ miles in very easy country.

I have, &c.

*The Hon. the Minister of Lands and Works.*J. FINCHAM, *Engineer-in-Chief.**Public Works Office, Hobart, 15th November, 1886.*

ULVERSTONE TO EMU BAY RAILWAY SURVEY LINE—"BACK ROUTE."

SIR,

I HAVE the honor to forward herewith a plan and section of the proposed deviation from the coast line Ulverstone to Emu Bay, and known as the "Back route" from Ulverstone to Penguin.

The proposed deviation commences at Ulverstone, west, near the main road bridge, thence following the Leven and Myrtle Creek westwards for about 5 miles, reaches the summit of the divide between the Myrtle Creek and the coast, at a height of 230 feet above the sea, thence following the hills behind Penguin township, joins the coast line near the Penguin Creek.

The deviation is 6 miles 75 chains in length, and is roughly parallel to the surveyed coast railway line, and is from a half to one mile inland from it.

No heavy works would be required on this route, nor would the cost of its construction exceed that of the coast line from Ulverstone to Penguin; but its length would be increased by 29 chains, and the gradients would be very unfavourable in comparison with those on the coast line, as will be seen by a comparison diagram shown on the general plan; it being necessary to reach the summit level of 230 feet above the sea by rising grades of 1 in 64, 1 in 97, and 1 in 40, to fall again by grades of 1 in 49 and 1 in 40 for nearly 2 miles, as against a level coast line, thereby increasing the future working expenses of the line.

The steep gradients will prevent a station site being obtained in the neighbourhood of Penguin township.

I have, &c.

*The Engineer-in-Chief, Hobart.*JAMES GRIFFITH,
Inspecting Engineer of Railway Surveys.