

PROPOSAL TO NOMINATE AN EHRP ITEM OF INTEREST

Kerry Lodge Bridge, Tasmania



(Photograph taken by Graeme Nichols)

Item Name:	Kerry Lodge Bridge
Other/Former Names:	Strathroy Bridge, Jingler's Creek Bridge No. 949
Locality:	Northern Midlands Municipality
Address:	Hobart Road, Youngtown
Co-ordinates	-41.50174848669229, 147.17363325068055

Nominated by:	Ted Pitman		
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EHA Branch:	Tasmania		
Current Owner:	Department of State Growth		
Original Owner:	Lieutenant Governor of Van Diemen's Land		
Current use:	Road Bridge		
Former use:	Highway Bridge		
Proposed use:	Road Bridge		
Item Condition:	Excellent condition.		
Designer:	Lieutenant William Kenworthy along with John Lee Archer		
Builder:	Convict work gangs under Lieut. Kenworthy		
Started:	1834	Completed:	1835
History: (100 to 600 words)	During the 1830s a major roadworks and bridgeworks program was carried out on the northern end of the road from Hobart to Launceston (later called the Midland Highway). Road and probation stations were established along the road to organise and accommodate the convict gangs engaged on the		

	<p>work. One such gang was established at Kerry Lodge south of Franklin Village, to construct a new improved road alignment, and erect the associated bridge over the Kerry Lodge Rivulet (now called Jingler's Creek). The bridge construction was authorised by Lieut. Governor Arthur in December 1833. Construction of the stone arch bridge began in 1834 and was completed during 1835.</p> <p>The bridge continued to be part of the Midland Highway until full completion of the dual carriageway Launceston Southern Outlet in 1988. The Outlet then became part of the Midland Highway, joining with the original alignment, already also called Hobart Road, just South of Kerry Lodge Bridge. The bridge was the oldest still in service on the Midland Highway when bypassed, and now carries South Road which is still an important arterial road.</p> <p>Lieut. William Kenworthy, Inspector of Public Works at Launceston, bought the nearby Kerry Lodge farm property, including the homestead, in 1830. Most likely he designed the Kerry Lodge Bridge, along with John Lee Archer, Colonial Architect and Engineer. Following his involvement with the design of Kerry Lodge Bridge, he supervised the construction of the bridge and associated works, using convict work gangs based nearby at Kerry Lodge Probation Station. He later sold his Kerry Lodge property, which then became part of the adjacent Strathroy property, and the homestead was demolished. He returned to England in 1841.</p> <p>There are no records of maintenance on the bridge in available archival files prior to the Department of Transport (now State Growth) file starting in 1980. This records a number of incidents of damage to the stone parapets and/or the stone end pillars, caused by traffic impact, and the subsequent reinstatement works carried out.</p> <p>The bridge (under its later name of Strathroy Bridge) in conjunction with archaeological remains relating to the Kerry Lodge Probation Station, the unusual dolerite quarry sourced for the bridge stone, and a length of earlier convict built road was listed in the Tasmanian Heritage Register in 2014. Only the bridge is on public land.</p>
<p>Description: (100 to 600 words):</p>	<p>Kerry Lodge Bridge crosses the steep gully of Jingler's Creek. It is 65.5m long and 9.2m wide overall width 8m of roadway. For the greater part of this length, it is a solid causeway between unusually coloured bluestone (dolerite) walls. The walls have an architectural treatment with projecting vertical string courses at regular intervals, and a similar course under the parapet. For cost reasons departing from the original design (shown in Figure 1), the parapets have spiky rough stone tops. In the centre of the causeway there is a single segmental stone arch of 6.1m span, 8m height and 9.2m width.</p> <p>Unusual quarrying techniques were used to obtain nearby the rock for the bridge, reflecting the unusual nature of the dolerite rock with its closely spaced jointing and cleavage.</p> <p>The general bridge design concept is very similar to Spikey Bridge on the</p>

	Tasman Highway South of Swansea, but that was built later (1848).
Engineering Significance: (Refer Section 2.4 in 'An Engineer's Guide to the Conservation of Australia's Engineering Heritage')	One of the oldest surviving bridges in Tasmania still in service on a major road. Until bypassed in 1988 it was the oldest on the Midland Highway. In the use of locally available masonry and its design form, Kerry Lodge Bridge demonstrates the early nineteenth century colonial approach to bridge design and construction, drawing on pre-industrial English building tradition. The unusual quarrying and consequent construction techniques were an innovative response to specific geological conditions.
Webpage Summary: (200 to 300 words)	<p>Kerry Lodge Bridge is an historic masonry arch bridge constructed in 1834-5 and still in service. For most of its 65.5m length, it is a solid causeway between unusually coloured dolerite walls. In the centre of the causeway, there is a single segmental stone arch of 6.1 m span and 8m height over Jinglers Creek.</p> <p>It was most likely designed by Lieutenant William Kenworthy, along with John Lee Archer. Kenworthy lived nearby and subsequently supervised construction by convict work gangs who were also housed nearby.</p> <p>Unusual quarrying techniques were used to obtain the dolerite rock from very close to the bridge, reflecting its closely spaced jointing and cleavage</p>
Engineering Theme	Historic Bridges
Heritage Listing: (State and/or Local Authority)	Tasmanian Heritage Register No.4387

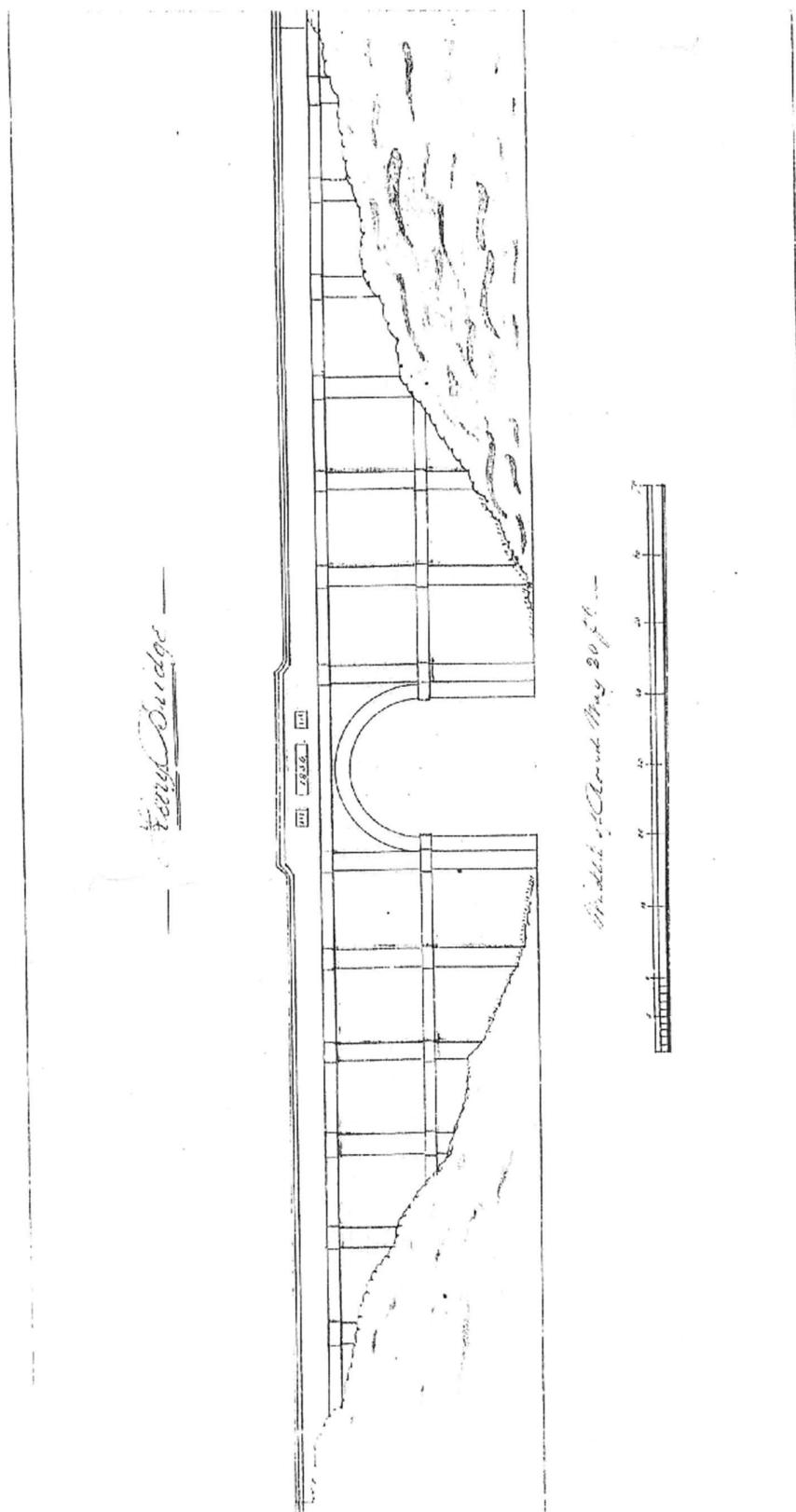


Fig 1: Drawing of Kerry Lodge Bridge 1834. [AOT PWD 266/1333]



Photo 1: Upstream elevation of the bridge
(Photograph taken by Graeme Nichols)



Photo 2: View looking through the bridge arch
(Photograph taken by Graeme Nichols)