Department of Public Works, Railway Branch

Chief Engineer's Office

Brisbane 5th February 1886

Memorandum

To H. C. Stanley (Esq ?)

Chief Engineer

Brisbane

Report on route of proposed railway to Cleveland

I have the honor (sic) to inform you that from the 25th to 29th ulto.,[1] both days inclusive, I was engaged upon a general examination of the country between Brisbane, Cleveland and Redland Bay.

In the course of my inspection I visited Bulimba, Hemmant, Lytton, Wynnum, Waterloo Bay, Manly, Wellington Point, Cleveland, Redland Bay, Capalaba, Tingalpa, Belmont and Coorparoo.[2]

Trial surveys have been made

(a) From Wooloongabba (sic) to Lytton via Coorparoo, Bulimba and Hemmant – Length to construct 10 miles 16 chains.
(b) From 4 mls-72 chs-38 lks[3] on (a) via Coorparoo, Bulimba, Tingalpa, and Wellington Point to Cleveland – length to construct 17 miles 52 chains 40 links – dotted red line on tracing.

[1] Ulto, usually abbreviated to ult, is an abbreviation for ultimo, meaning the previous month. As this memo is dated 5 February, the author is referring to 25 to 29 January. As this is followed by "both days inclusive", it suggests either an error in the dates (perhaps the 28th to 29th), or the incorrect use of "both" when "all" was meant.

[2] The names of localities listed are not necessarily identical to those used today. As the author lists them in a geographically circular order it appears that Bulimba refers to present-day Morningside; Waterloo Bay to the coastal area between Wynnum and Manly; and Tingalpa to the gazetted town (never built) on the western side of Tingalpa Creek near Capalaba. The gazetted town is not in the same location as the present-day suburb of Tingalpa. Belmont would likely refer to the present-day Belmont and parts of present-day Carindale and Carina which were previously called Belmont.

[3] Abbreviations – mls = miles; chs = chains; lks = links.

(c) From I ml 13 ch 23 lks on (a) via Coorparoo, Belmont, Grassdale, and Wellington Point to Cleveland[4] – length to construct 17 miles 17 chains 49 links – blue line in tracing –

In connection with the last two surveys (b) and (c) the Surveyor H. W. Lethern in his report has pointed out that it would be advisable to construct a branch to Lytton via Hemmant and Wynnum as shown by the dotted red and blue lines in tracing. This branch would be 5½ miles in lengtLh off (b) and 7¾ miles in length off (c).

After a careful study of the country including present and perspective settlement and sources of traffic, I have decided to recommend that the Railway to Cleveland be taken by the route shown in full red on the tracing, with a short branch to Lytton Battery (also shown in full red).

I do not recommend that the Branch be regularly worked in the same manner as the Race Course Branch[5], but only as public requirements or circumstances may demand. Whatever advantages may accrue to residents along the line through having a double or larger service of trains on account of the working of a branch beyond there can just as readily be afforded by the route recommended as by any other with this additional advantage that the extent of the train service will be more completely under the control of the Traffic Department and can therefore be more exactly proportional to requirements.

The route I recommend commences in (sic) the South Brisbane Branch at Wooloongabba (sic) about one mile from the Stanely Street Terminus, and passes half a mile north west of Coorparoo State School, then to Bulimba where a platform can be provided close to the Divisional Board Office, passes through Hemmant close to Gibson's Sugar Mill, and upon reaching a point on the (a) survey 2¼ miles from the Lytton Battery, curves to the right and running parallel to the shores of the Bay at an average distance therefrom of about three quarters of a mile passes at the rear of Lytton, Wynnum, Waterloo Bay, Manly, Lota and Wellington Point, reaching the proposed terminus at Cleveland in 20 miles 16 chains from Wooloongabba (sic) – this distance although more circuitous than by the other routes, is less than half a mile longer than the coach road, which is 19¾ miles in length between the same points.

The country traversed by the direct line c) blue on tracing, is neither so favourable for Railway construction nor so well adapted for settlement as that on either the other routes. The best land I saw (apart from that in the immediate neighbourhood of Redland

[4] The area referred to as Grassdale likely refers to those lands owned by the Grassdale Land Co. Ltd. near Belmont. The present-day Gumdale was formerly named Grassdale.
[5] This would refer to the first stage of the Doomben Line which opened to Ascot (then named Racecourse) in 1882. Originally services only operated to Racecourse on race days.

Bay) is situated on the bank of the Brisbane River between Bulimba Creek and Lytton and thence to Cleveland along the immediate shores of the Bay.

The steepest gradient on the direct line c) would be 105 chains of 1 in 62 as compared with 75 chains of 1 in 60 on either of the other routes – the summit levels being 140 feet and 103 feet respectively above high water mark.

The direct line c) would pass sufficiently close to the Public Schools at Coorparoo, Belmont and Cleveland East and West to accommodate the settlement they represent the number of children in average daily attendance for the year ending 31st December last at those schools, amounted to 163.[6]

The Central route (b) dotted red line on tracing, passes sufficiently close to the state schools at Coorparoo, Bulimba, Tingalpa, and Cleveland east and west, with a total average of 295 children.

The route I recommend (full red line on tracing) passe near the state schools of Coorparoo, Bulimba, Hemmant, Lytton and Cleveland east and west with a total average of 361 children.[7]

Comparison of lengths to construct without Branch to Lytton

Direct line	17 miles 17 chains 49 links
Central Route	17 miles 52 chains 40 links
Route I recommend	20 miles 15 chains 00 links

Comparison of lengths to construct with branch to Lytton

Direct line with Branch	24 miles 77 chains 49 links
Central route with branch	23 miles 72 chains 40 links
Route I recommend with Branch	22 miles 35 chains 00 links

[6] Cleveland East School opened in North Street Cleveland on 27 April 1868. Now known as Cleveland State School, it relocated to its current location in 1915. Cleveland West School (also known as Cleveland No. 2) opened in Ormiston on 15 April 1872. It was renamed Ormiston School (now Ormiston State School) on 1 May 1889. Note the rather clumsy writing in this paragraph.

[7] Lytton State School opened in 1882. In 1911 the school's buildings were relocated and reopened as Wynnum North State School. The school closed at the conclusion of the 2009 school year and was amalgamated with Lindum and Wynnum Central State Schools to form the new Wynnum State School.

The full red line has not been surveyed between 8 miles on (a) and 11½ miles on (b) but I do not anticipate any serious natural difficulties along the route recommended.

(signed) Geo Phillips

Inspecting Surveyor

Copy

Brisbane 4th Nov. 1885

The Chief Engineer,

Sir,

In accordance with your instructions, I have the honor (sic) to report on the route via Coorparoo and the Old Cleveland Road for the Cleveland Branch Railway asunder:-

I examined this route as well as that by which I am making the Trial Survey before I recommended the adoption of the latter, but I have since examined it more in detail & herewith forward "two mile" map showing a practicable route in yellow, trail survey to Lytton in red, and trail survey to Cleveland in blue.

The alternative line would leave the Lytton Branch, just after crossing Norman's (sic) Creek, and turning to the right, go towards Coorparoo Primary School; cross the Old Cleveland Road a little beyond the school, & following up a watercourse for about two miles, to Bulimba Creek. The Main Road would required to be crossed, before crossing the creek, but the general direction – Easterly- would still be the same, and the line after crossing the Creek, and passing Belmont State School, would enter what is known as the "Grassdale Estate", and passing through it for about three miles, would cross the Main Road and passing the junction of the Coach Road, arrive at Tingalpa Creek, which would be crossed just above the Roadbridge (sic). Then passing Capalaba, and keeping close to the Cleveland Road, on the south side, would cross a salt water creek, (a branch of Tingalpa Creek) and leaving the road where it turns sharp to the north, ascent on to the table land, that forms the watershed between Tingalpa and Hilliards Creeks and which gradually rises towards the East. Then following down a watercourse in a North Easterly direction, would cross Hilliard's Creek and join the Trail Survey to Cleveland.

This route although practicable would pass through much more difficult country, than the Trail Survey, and would require more curves and earthwork. The line from Coorparoo to Bulimba Creek would be a succession of curves, owing to the windings of the Watercourses it would be necessary to follow, and a considerable amount of earthwork would be required, on account of the steep side slope of the ground in many places. From Bulimba Creek to about a mile beyond Capalaba, a comparatively easy line would be brtained then there would be some heavy grades, and a good deal of earthwork, through very inferior country, in fact the whole character of the country passes through is inferior, and only fit for building sites. The crossing of Bulimba Creek, would be above tidal influence, but Tingalpa Creek, and the sale water Creek immediately beyond it,

would require as much bridging as Tingalpa Creek itself at the crossing of the Trial Survey. Although it is a much more direct route to Cleveland than that of the Trial Survey, I don't think more than one mile would be saved in distance. The scaled distances from Woolloongabba to Cleveland is 15¼ miles, and the Trial Survey of which I have completed the traverse is 18M 13:00. Giving the number of curves that would be required on the Alternative route, I think it would be necessary to allow two miles at least for curvature, making the distance 17¼ miles.

There is considerable settlement about Coorparoo, and by this route, a Station would be placed about half a mile nearer the State School, than by the other. At Belmont School there are some twenty children attending, and there is some settlement along the road as far as there, but from thence to Cleveland, or about two-thirds of the length of the line, there is only Capalaba, with two or three houses that would be benefited. Wellington Point and the good land in the neighbourhood would not be served by this route, unless the Line was made longer than the Trail Survey.

I have the honor (sic) to be,

Sir,

Your obedient Servant,

Signed H. W. Lethern

Asst. Ry Surveyor in charge[8]

[8] Assistant Railway Surveyor in charge

Brisbane

9th October 1885

The Chief Engineer

Sir,

I have the honor (sic) to report, that in accordance with instructions from the Inspecting Surveyor I have examined the Country between Brisbane & Cleveland with the view of determining the best route for the proposed Cleveland Branch Railway, and herewith forward map showing trail survey of Lytton Branch in red, and proposed Cleveland Branch and alternative Branch to Lytton in blue. The routes I have followed in my examination of the country are marked, Brwon, and the Chief centres of settlement are tinted red.

The general character of the country is inferior, and altho' (sic) all the land that the line will pass through has been alienated,[9] a considerable portion of it has not been settled on. The best land is in the neighbourhood of Hemmant and on the coast from Tingalpa Creek to Cleveland. As the settlement is a good deal scattered it is somewhat difficult to choose a route that shall be fairly direct, while meeting local requirements, but I think the route I recommend will fulfil those conditions as far as possible.

The proposed route follows the trial survey of the Lytton Branch from South Brisbane to 5¼ miles then leaving that survey turns to the right crosses Bulimba Creek, just below the Bridge on the new Cleveland Road and follows an Easterly direction for about a mile to the proposed Junction of the Lytton Branch. Then turning to the right crosses the road to Wynnum and a corner of the Cleveland Road, and following up a watercourse, crosses the divide between Bulimba and Tingalpa; then turning to the left, and taking an easterly course, crosses the latter creek at about 11½ miles, and 1½ miles from its mouth; then still keeping the same direction, crosses 1½ further, the Wellington Point Road, and then the ridges that run down to that point. There turning South Easterly crosses Hilliard Creek, and passing behind West Cleveland[10] turns to the left and going Easterly, Cleveland is reached at about 19 miles from Woolloongabba.

The country is comparatively easy for Railway construction. The Earthworks will be light, but heavy grades, cannot well be avoided in several places. Tingalpa Creek which is about three chains in width, and of course tidal will require the largest bridge.

[9] By alienated the author means that the land has been transferred or sold by the Crown (i.e. the colonial government) to a third party. It is not Crown land.
[10] West Cleveland is an early name for Ormiston. See earlier footnote re school.

The only point of any importance that this route does not accommodate is Capalaba on the East bank of Tingalpa Creek where the Cleveland Road crosses it. The place itself is of not much importance but there are a few settlers at Upper Tingalpa three miles up the Creek and roads branch off to Redland Bay and Mount Cotton. If the line was made to Cleveland all Redland Bay traffic would go to that Station & it would also be somewhat nearer from Mount Cotton to Cleveland than to Capalaba. At present nearly all the Mt. Cotton traffic to Brisbane goes by Way of Upper Tingalpa & Mt. Gravatt on the Logan Road. There is considerable settlement about Wellington Point and thence along the Coast to Cleveland and the soil is good. These settlers could not be equally benefitted by a Line via Capalaba unless a detour of more than two miles was made. There is no settlement at the Surveyed Township of Tingalpa on the West bank of the Creek of that name & opposite Capalaba.

Any line to Cleveland by what is known as the "Old Road" would be more costly owing to the more difficult character of the country & accommodate much less settlement.

An alternative Branch line to Lytton is also shown on the Map. It commences on the Cleveland Line at about 7 miles & crossing a small creek goes Northerly to avoid some hilly country then turning to the right passes within a mile of Hemmant & following a North Easterly course for about two miles, turns to the left near Wynnum and goes north to Lytton. By adopting this route instead of that by the present survey, one Bridge over Bulimba Creek will serve both Lines and Wynnum will be benefitted. There is already some settlement & the position is as good as any on that part of the coast for a Marine Township. There is considerable settlement between Hemmant & Lytton & the soil is good. This Alternative Line would involve more earthwork, and steeper grades, but the saving of a bridge over Bulimba Creek, and the greater advantage to settlement, would, I think, more than compensate.

I have the honor (sic) to be

Sir

Your obedient Servant

(sgd) H. W. Lethern

Asst. Rly. Surveyor

In Charge.