Chief Engineer's Office S.&.C.Div.

Brisbane September 7th I888.

COMMISSIONER FOR RAILWAYS QUEENSLAND. 10 SEP 88 V91

CE 15730

Memo.

Station Arrangements Cleveland Railway.

Referring to your memo 88.I494I.T.M.S of the 5th instant re above,- I have the honor to report in reference to the recommendations made by the Traffic Manager as follows:

Platforms. I concur in the Traffic Manager's recommendation to increase the platforms to two hundred and fifty (250) feet, except in the case of Tingalpa, Manly, Lota, and Birkdale where I consider one hundred and fifty (I50) feet should be ample for all present requirements.

Shelter Sheds. I agree with the Traffic Manager that 2nd class shelter sheds should be provided at Hemmant, Wynnum, and Wellington Point. I think the same provision should also be made at Logan Road (0.50), and understood from his remarks on the ground that the Traffic Manager concurred.

It is not proposed to erect buildings at Manly, Lota, Birkdale, or Ormiston.

Through Sidings. Steps will be taken to provide one at Bulimba, as suggested by the Traffic Manager.

Signals. These have not yet been arranged for, but when they are, the recommendations of the Traffic

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Manager will be duly considered.

Approaches. Action has already been taken in accordance with my suggestion when on the ground to improve the road diversion and approach to the station at Wellington Point.

Suitable approaches will be made at Cleveland.

Steps, or some suitable means of approach, to the station at 0.50 will be provided ~~for~~ from the Logan Road.

With the remarks of the Traffic Manager respecting the unsuitability of the Stanley Street Station as a terminus of the South Coast and Cleveland Lines, I entirely concur and as you are aware it was on this account I urged the construction of the proposed extension into Melbourne Street. Until this is carried out I feel convinced the traffic will not be fully developed nor will the Government derive the returns from the South Coast Railway system which it otherwise should do.

I do not however agree with Mr Thallons recommendation for placing the station on a more central site on the peninsula upon which the township of Cleveland is built. Application has already been made to extend the line to Redland and in view of such an extension the present site is the nearest practicable to the town if the continuity of the line is to be maintained, and the inconvenience of having the station on a short branch ~~is to be~~ avoided.

Besides the available area of land on the Cleveland peninsula is extremely limited, and any considerable

decrease in the proportions of the town must necessarily take place in the direction of the present site of the Railway Station.

Regarding the Traffic Managers suggestion to provide means of turning engines at Wynnum I cannot recommend additional expenditure on this account at present. Until the line has been opened for traffic the point to which suburban trains will be required is, I submit, quite uncertain, and I think in the meantime until such traffic developes it would be better to arrange to run these trains with tank engines as done on the Southern and Western Railway.

Henry C. Stanley

Chief Engineer.