Queensland Southern & Western Railway

Traffic Manager's Office

Brisbane Aug: 28th 1888

The Commissioner for Railways.

Brisbane.

Station arrangements Cleveland line.

With reference to your memo of 11th inst. (88.12981 C.R.S.) I have the honor to report having gone over the line on Friday and Saturday last, and inspected all proposed stations. Before going into the matter of accommodation at the various stations on the line I may be permitted to draw attention to the accommodation at Woolloongabba and Stanley Street which in my opinion is taxed to the utmost now and will require improvement before we can give a satisfactory train service to the Cleveland branch

branch. There is no siding room at Stanley Street in which to stand trains or engines. And every train arriving there has to be shunted back to Woolloongabba before it can be put out of the way. The Cleveland will be a passenger line, and as far as my observation carries me a large and increasing suburban traffic may be expected upon it. The Beenleigh train arrives at 8.30 a.m, and the South Brisbane branch train at 8.45. Passengers from Wynnum and Cleveland will also desire to arrive about that time and as each train has to shunt back to Woolloongabba it will be quite impossible to give a satisfactory service. Even at Woolloongabba the room is insufficient but it can be enlarged whereas at Stanley Street nothing can be done except at enormous expense. My recommendation with regard to the station accommodation at the Brisbane terminus is that we should cease

cease running passenger trains to
Stanley street altogether and make
Woolloongabba the passenger train
terminus for all branches and
lines on the South side. The
inconvenience to the public would
not be great seeing the same line
of tramway passes both stations
I would not have recommended
this change had Stanley street
been at all central, but it is not
and as a matter of fact many
passengers prefer to leave the
trains at Woolloongabba even
now. Still there will be opposition
to the change, but I consider it
better to bring the matter forward
for consideration now than to
wait until it is forced upon us
by the public.

The junction of the
Cleveland branch line at
Albert ~~siding~~ should in my
opinion be fully signalled
and siding accommodation
will have to be provided there

there for wagons from the one
branch to the other. The Engineer
is attending to this. I would
suggest that the junction should
be interlocked, especially if
there is any intention of carrying
the line into Melbourne Street in
which case it will be a matter of
necessity. In the meantime two
men (one for morning and one for
evening) can attend to the junction.

Cooparoo. 1.m. 50chs. The
platforms should be 250 feet as
trains of 8 carriages may reasonably
be expected on this same as on
Sandgate line. I would here remark
that station platforms should be
made equal to, and rather more
than the length of the train running
on the line. Short platforms and
long trains are a source of danger
and Railway Companies have been
mulcted in heavy damages for
accidents occurring thro' passengers
getting out beyond platforms. I
would strongly recommend there-

therefore that platforms should be of uniform length at all stations on that particular section of the line, and that the length should as near as possible be equal to the trains stopping there.

Pulimba. 3m. 23chs. This station is situated between two curves, and not seen by the drivers of approaching trains until within a very short distance of it. It must therefore be fully signalled and should have a loop (8 chains clear) for crossing trains. The accommodation otherwise is I think sufficient.

Tingalpa 5m. 52chs. The accommodation is sufficient but the name of the station is objectionable inasmuch as the township of Tingalpa is on Tingalpa Creek some 7 miles away, and served by Birkdale station. A native name Mooraree has been suggested and I see no objection to it. I would recommend therefore that the name

name be changed from Tingalpa to Mooraree as suggested by the Engineer in Charge.

Arunnant. 7m 54chs. The accommodation here is sufficient but the verandah of the porters cottage should have a railing round it. Two water tanks have been provided here, and I trust the same will be at all cottages as the water supply involves a vast amount of recommendations and approvals afterwards.

Wynnum 10m. 13chs. This will be an important station. It will I anticipate be the terminus of the suburban train service, provision should therefore be made for turning engines. The buildings should be of the second instead of the third class

Manly. 11m 59chs. Lota 12m 70chs, Birkdale 15m 45chs Ormiston. 18m. 65chs. These are all unimportant places and we should wait until we can form some

some definite idea of the traffic before we erect the buildings.

Wellington Point 17m 11chs.

There is considerable settlement here and a daily passenger traffic may be expected, but it is too far from the city to enable business people to reside there. The buildings should I think be of the second class same as North Pine. Some alterations will be necessary in the approach to the station and the Engineer is to consider the matter further

Cleveland 20m 59chs.

The accommodation provided here is the usual for terminus of branch lines. The water tank should be accessable from the main line. The entrance to the station is not a good one, and the level of the street (passage sheet) will have to be altered Consider-ably. The Engineer informs me this will be done.

The

The station is situated at the very edge of the town and fully a mile from the end of the peninsula, a point upon which all the township is built. This it appears to me will greatly retard the development of Cleveland and I would strongly recommend that the position of the station should be reconsidered and if at all possible taken forward half a mile upon the reserve.

In the case of Sandgate where the station is a long wayback the cost of omnibus between the principal part of the town, and the station is actually more than the cost of a season ticket between Sandgate and Brisbane, not to speak of the extra time required, and I trust the same mistake is not going to be perpetuated at other places.

If not going beyond my own province I would suggest the feasibility of reclaiming the

the foreshore at Cleveland, building a a good station upon part of it and selling the remainder to cover the Expense. The depth of water is nothing, and it is always as still as a lake, so that very little of a retaining wall or filling up would be required.

With regard to the proposed platform at Logan Road, 50chs from Albert Junction, I would suggest that an approach to the station be provided by steps from Logan Road to the level of the railway.

The service of trains which I would propose when the line is ready for opening is —

Cleveland and Brisbane } One train to perform two up and two down journeys same as at Beenleigh.

Wynnum and Brisbane } One train of carriages. two sets of men to work all day from early morning until late at night.