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

Brisbane. October 27th 1886.

COMMISR. FOR RAILWAYS QUEENSLAND
17,411
1 NOV. 86

Memo from:-

The Chief Engineer.

Cleveland Branch.

Referring to my memo of 26th instant, forwarding Parliamentary Plans, &c, of the Cleveland Branch, - I have the honor to furnish a short description of the line for the information of the Hon. the Secretary for Public Works.

Route. This line commences at a point near the new Gaol, South Brisbane, on the proposed extension of the South Brisbane Branch to a central point in South Brisbane. Provision is made, as shown by dotted line on plan, for a connection with the existing South Brisbane Branch at Albert Siding.

The proposed Cleveland Branch first crosses, by a bridge, over the existing South Brisbane Branch Railway and over the Ipswich Road, then running easterly for a short distance it passes, by a bridge, over the Logan Road and runs north easterly to a crossing of Normans Creek about midway between the Logan Road Bridge and Stanley Bridge, and soon after it passes within half a mile of Coorparoo School.

The Commissioner for Railways.
Brisbane.

The line then rises rapidly to a watershed at the Bulimba Cemetry and passing behind the Bulimda Divisional Boards Office crosses the New Cleveland Road just beyond the point where the road to Lytton turns off.

Its course is then north easterly to a crossing of Bulimba Creek near "Hemmant" School and, after running parallel to the Lytton Road for about a mile, it turns in an easterly direction towards Wynnum, passing within about 2 miles of Lytton. It is proposed eventually to construct a short Branch Line to the vicinity of the Battery, the cost of which would be very moderate as it passes over extremly easy country.

Near Wynnum the line is within about half a mile of the shores of Moreton Bay and it keeps about the same distance from the sea as far as West Cleveland, where it passes behind the School, and, turning soon after to the eastward, runs along the shore of Raby Bay to the Terminus, which is within 10 chains of the Cleveland Post Office.

Works. The earthworks are generally light. The bridgework is of an inexpensive character with the exception of the bridges over the tidal creeks, viz:-Normans Creek, Bulimba Creek and Tingalpa Creek, where eight 60 feet spans of steel girders will, in all, be required.

Material. There is no timber for sleepers and bridges in the neighbourhood of the line, but there is stone suitable for ballast at conveinent

intervals.

Country. The line passes for the first 5 miles through land of inferior quality but very suitable for suburban residences. From Bulimba Creek to Cleveland the land is suitable for agriculture and there are a great number of favorable sites for marine residences near the line. There is already a considerable amount of settlement which is likely to be largely increased.

At about I8 miles the line passes close to Burnett's Saw Mill, which will no doubt be a source of traffic to the line.

Stations. Provision has been made for Stations as follows :-

Im.50chs. Coorparoo Station.

2ms.40chs. Site for future Platform.

3ms.20chs. Bulimba Station, near the Divisional Boards Office.

5ms.20chs. Station near New Cleveland Road to accommodate settlement about Tingalpa.

7ms.60chs. Hemmant Station.

IOms.40chs. Wynnum Station.

I2 miles. A Station will have to be provided near this point for the settlement at Manly, but the position of it is not shown on the plan as it is believed that the line can, with advan-tage, be slightly altered hereabouts.

I6ms.IOchs. A Station at the point where the line crosses the road to Wellington Point.

This will be available for local settlement and will be the nearest point to Capalaba.

17ms.50chs. Wellington Point Station, for settlement at Wellington Point and about Burn-
-ett's Saw Mill.

19ms.50chs. West Cleveland Station, near the School of that name.

21ms.40chs. Cleveland Station.

Cost. The length of line to construct is 21 miles 48 chains 2 links, and the estimated cost is £105,083. or £4,865 per mile.

Henry C. Stanley
Chief Engineer.

Queensland Railways G. & S. W. — Southern Railways —

— Cleveland Branch —

Abstract of approximate estimated Cost of Construction

Length 21 m 48 ch 24. 10. 86.

Clearing			1080	.	.		
Fencing			5768	.	.		
Earthworks			15214	4	11		
Road diversions and Level Crossings			3816	.	.		
Bridges, Culverts and Drains			25114	10	.		
Permanent Way			30922	15	.		
Station Works			10840	.	.		
Supervision			3240	.	.		
						95530	9 11
Contingencies 10%						9553	1 .
					£	105083	10 11

= £4864 . 19 . 5 per mile exclusive of Rolling Stock and Land.

Value £60000

£ 1542

£78.478 available