Hard Batch
No 131

QUEENSLAND RAILWAYS

Commissioner's Office

Brisbane 10th November 1896.

In your reply please refer to
96.3462.2
& address "The Secretary."

Sir,

Some months ago a deputation from the residents of Clevelan
was introduced to you by Mr J.R.Dickson, at which, amongst other
things then discussed, a short extension of their line to some
central part of the town was very strongly urged.

This request is, I consider, reasonable, for I have long held
opinion that Cleveland, as a watering place, is very much a dis
advantage owing to the difficulties which are experienced by exc
sionists in reaching the popular part of the town without a very
long and (in Summer) trying walk, which, from the station to the
pier, and back, means a trudge of about two miles and a half
too much for women and young children.

The existing station owes its position to the fact that, when
the line was built, a further extension to Redland Bay was contem
plated, and it was then thought that, on the establishment of the
through service, too much time would be lost in running further
into the town and returning to the present station before the ru
could be continued; but as the policy of the Government is to
confine the construction of railways to lines which will afford
some prospect of a reasonable return on the cost of constructio
it is not probable that the line to Redland Bay will be within
the range of practical politics for years to come.

I have therefore the honor to enclose you a plan, which I h

The Hon. the Secretary for Railways,

Brisbane.

had prepared by the Chief Engineer showing an extension of the line to a spot near the School of Arts, being a distance of 45 chains from the present terminus.

The estimated cost of this extension, including a shelter shed, with ladies waiting room and gentlemen's closets and urinals, is £1600. The land required to be resumed embraces portions of three small lots (1.2.and 3 Section 14) which have been offered me in exchange for a part of Wharf Street (between lot 1 and the reserve) which I propose resuming for this purpose, and portions of lots 4, 5 and 6 of the same section, which I am given to understand the owner (Winship Trustees) will exchange for a long lease of a portion of land which they now use for grazing purposes (by permission of the Lands Department) at the bottom of their garden, and which being below high water springs is of little or no value to anyone but the present occupants.

There will be no extra expense in traffic working over this extension, and as I am convinced that the additional passenger traffic which it will command will be sufficient to provide for its maintenance and the small annual charge for interest on the cost of constructing it, I shall be glad if you can obtain the necessary funds to enable me to proceed with the work.

I do not think Parliamentary approval of the plan need be obtained, as, with the exception of the resumptions referred to, the line traverses a public reserve for its entire length.

I have the honor to be,

Sir,

Your obedient servant,

Commissioner.