Queensland Southern & Western Railway.

Traffic Manager's Office

Brisbane Nov: 28th. 1888.

TO
Q.S.&W.Co.
YOUR REPLY

COMMISSIONER FOR RAILWAYS
28 NOV
QUEENSLAND.

Q.W.S.
2143

The Commissioner for Railways.
Brisbane.

Tingalpa station.

With reference to my report of 28th: August, in which I mentioned the advisability of an alteration in the name of this station, as Tingalpa township was situated about 7 miles from the railway station of that name, and served by another railway station altogether viz:- Birkdale. Since going over this line the Graziers' Butchering Co:- have reopened Queensport as their slaughtering establishment, a full description of which appears in today "Courier". Tingalpa is within a short distance of Queensport, and

and as all stock consigned to the Graziers' Butchering Coy will be sent to that station I would suggest Queensport as the most suitable name for it. This Company at present consume about 75.000 sheep per annum all of which are conveyed to Brisbane by rail, they will as soon as the line is opened consign the sheep direct to Queensport, and they will also send by rail from Normanby any they may purchase at Eroga saleyard. It may be safely assumed therefore that the delivery of sheep at Pingalpa will not be less than 75,000 per annum. In addition to this they consume about 10,000 bullocks, as yet they have obtained these on the East side of the Range, but Mr. Baynes assures me they must very soon go to the interior.

It will be necessary to provide accommodation for the delivery of the sheep, and I would suggest that the fencing be made strong enough

enough to secure cattle, a loop line 12 chains should be inserted on the Queensport side of the line, and a loading bank capable of receiving sheep from at least 4 or 5 wagons at a time should be provided in the middle of it, this loading bank should lead into a yard which should in turn communicate with the main road leading to Queensport.

As the traffic will be conveyed by special trains it will be necessary to make Tingalpa a train staff station, and with this view I would suggest that the office be enlarged so as to accommodate a telegraph instrument etc,

Mr. Baynes also drew my attention to the necessity of having very wide gates at the level crossing on this side of Tingalpa station.

The supply of bullocks is at present obtained from the Logan and West Moreton districts, and they are all travelled by road to

Queensport

Queensport, Mr. Baynes is afraid that if only the usual gates for level crossing are erected the cattle will bruise themselves, and thus the meat will be destroyed. The stream of cattle to Queensport will be practically continuous, and the Engineer can no doubt make some special provision to prevent the cattle bruising themselves at the crossing.

L. F. Halcon

Traffic Manager.