**Essays on Mount Crosby - Railway to Mount Crosby**

A railway might seem an unusual thing for Mount Crosby, but there once was one, even though it appeared much later than intended. Nevertheless, there was a time when one could catch a train from Mount Crosby to Southport, so long as you didn't mind a few changes and growing a little older on the way - a fact well known to local storekeeper Julius Brown, who in 1917 had a shop at Mount Crosby (tended by himself) and a shop at Southport (tended by his wife).

The first mention of a railway to Mount Crosby seems to have occurred in 1872. The principal question was how Ipswich could be connected to Brisbane via the fertile lands of Pullen Vale and Brookfield (ours was just the happy but poor land along the route). One proposal was described thus: "from Ipswich terminus through North Ipswich to the Brisbane River at Blackwall [about two miles above the weir], the whole distance over Crown lands, and neither culvert nor bridge is required until the river is reached. From thence, over ridgy country to Ugly Creek and Moggill, thence to Brisbane". This route avoided the need to construct a large bridge on the lower Brisbane River; but heavens - what ridgy country through which to build a railway! You won't be surprised that it was never built.

A week before Christmas in 1895, MLA Mr F. Lord attended a meeting at Mount Crosby and addressed his constituents, who greeted him warmly. He was sorry, he said, that he hadn't visited earlier, but there had been a lot of work, and a flood, and he must soon be off to Brisbane ... but he had news of the railway (for it was Christmas).

Not so fast, Minister, allow us to complain and make our case (was the sentiment), and the locals suggested that the roads, so bad as they were, and being the only way of getting about, might be improved by filling in their many ruts with the bones of all the dead beasts left lying about the neighbourhood.

After which, Mr Ford mentioned the greatness of McIlwraith and all of his ministry (which happily included him). Also, he said consideration had been given to ten railways, nine of which had been adopted (sorry Esk). He was aware that the locals were anxious for the proposed extension of the Tivoli line to be carried on to Mount Crosby, and that an instalment of the money required for the Tivoli line had passed the Legislative Assembly. Further, he understood there was a desire to have that line extended as far as the Brisbane River. It was a "matter he would give every consideration to", which you know was not the same as agreeing to it, or even saying it was funded. And in the end it didn't turn out to be such a great Christmas after all.

It was 1912 before the Metropolitan Water Supply and Sewerage Board decided they needed a railway more than the government did, and they would built it with their day labour (after seeking permission from the government). The line from Tivoli to the Brisbane River at Mount Crosby (near the Sportsground) was completed in 1913.

The line had a relatively short life, carrying coal and goods for the pumping station until the installation of electric engines at the station ended the need for coal haulage. The line was rarely used after 1947 and the Railway Department ordered that it be taken up in February 1948.

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