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We Remember: the Ipswich Railway Workshops War Memorial

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The Ipswich Railway Workshops War Memorial stands as a tribute to the men from the workshops who enlisted to serve in the First World War. Research into the efforts to raise funds, construct and dedicate the memorial provides insight into the culture and internal workings of the workshops, its workforce and its role within Queensland Railways. The cost of producing the memorial it was met through contributions from the workshops workforce, as well as in kind donations and provision of materials and equipment from the Railways. It was designed by the Queensland Railways architect Vincent Price. As it was located on Queensland Railway property it was the railway department's responsibility to ensure it was maintained and cared for just like any other asset in the Railway's portfolio. Despite these unique qualities the story of this memorial also runs parallel to the efforts of cities, towns and communities across Queensland and Australia to raise funds and build tributes to the members of their communities who served and died in the First World War. Communities across Queensland commissioned 61 similar memorials in response to the significant loss of community members as a result of the war. The Ipswich Workshops Memorial therefore reflects a broader aesthetic and commemorative trend. The legacy of this trend continues to influence aspects of community remembrance today. The Ipswich Workshops Memorial and many like it continue to serve as the focal point for commemorative activities on ANZAC and Remembrance Day.

□ Railway, workshops, community, fundraising, memorial, war, commemoration

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FIG. 1. The Ipswich Railway Workshops War Memorial. Image courtesy of Queensland Museum.

Inside the gates of The Workshops Rail Museum, in front of the former Dining Hall and shaded by trees stands a monument dedicated to the men from the Ipswich Railway Workshops who enlisted and fought in the First World War (Figure 1). The memorial stands 9.75 meters tall and comprises a concrete pedestal and obelisk built from Victorian Granite. Adorning the obelisk are bronze tablets that list the names of the men who served including 28 killed in action and 3 who died on active service. It also lists the names of the committee who coordinated its construction as well as inscriptions detailing the Armistice and Peace Treaty. Above these inscriptions are a cast bronze Queensland Coat of Arms and a Queensland Railways Crest. At the memorial's summit is a 2.1 meter tall bronze statue of an Australian soldier stood at attention, rifle held upwards at his side and bandolier draped across his chest. This Digger has witnessed the growth, decline and rebirth of the workshops over a century of change. Generations of workers have passed his gaze on their way to and from work every day, and whilst the role and purpose of the workshops has transformed, the memorial has watched over the site largely unchanged since it was unveiled in September 1919.

The circumstances of the memorial's development and construction are unique to the Ipswich Railway Workshops, its workforce, culture and role within the Queensland Railways. The cost of producing it was met through contributions from the workshop's workforce, as well as in kind donations and provision of materials and equipment from the Railways. It was designed by the then railways' architect Vincent Price. As it was located on railway property it was the department's responsibility to ensure it was maintained and cared for just like any other asset in the Railways' portfolio. Despite these unique qualities, the story of this memorial also runs parallel to the efforts of cities, towns and communities across Queensland and Australia to raise funds and build tributes to the members of their communities that served and died in the First World War.

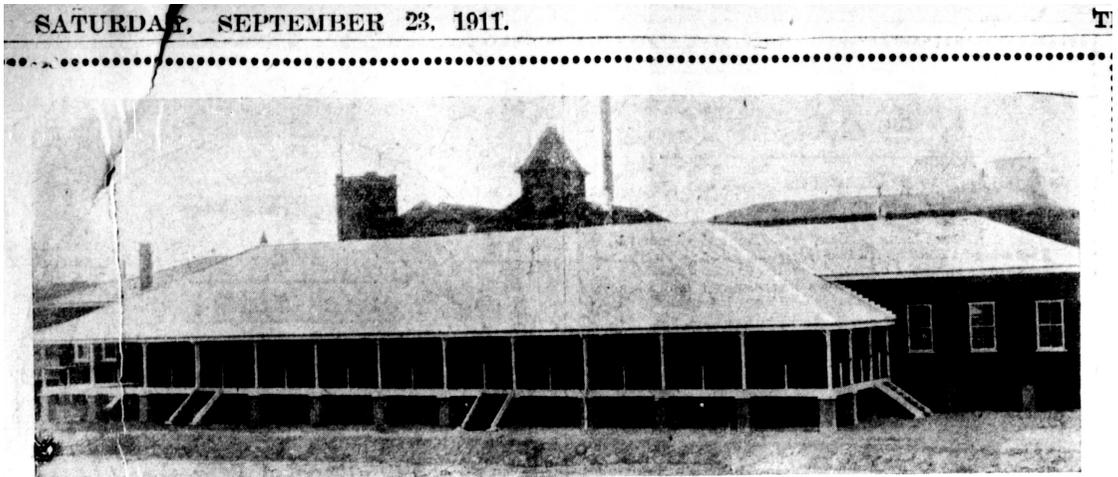
The First World War had devastating impacts on communities across Australia. From a population

of fewer than five million, 416 809 men enlisted (Beaumont 1995). Of this number 60 000 were killed and 156 000 were wounded, gassed or taken prisoner. Few people at home in Australia were left unaffected by the death or wounding of family members, friends or colleagues. With one exception, no bodies of fallen soldiers were returned to Australia. With so many lives lost far from home and no physical remains to mourn, the conservative conventions and rituals of Victorian grieving quickly fell from favour. Memorials like the one at the Ipswich Railway Workshops became a focal point for community remembrance and personal grief.

Many of these monuments were being planned and constructed long before the war ended in 1918. Development of the Workshop's Memorial was initiated in June 1915, only two months after the allied invasion of the Gallipoli Peninsula. During the First World War the Ipswich Railway Workshops continued its well established role as a major centre for overhaul, maintenance and construction of locomotives and rolling stock for the Queensland Railways. The Workshops also contributed to the war effort with new infrastructure completed to accommodate the manufacture of shell casings. Approximately 1600 people worked across the site at this time, bringing with them a variety of skills and trades that played a significant role in keeping Queensland's trains running. As evidenced by the support and interest generated to construct the memorial, the workshops were not just a crucial aspect of the state's railway system, but as a significant local employer they were an integral part of the Ipswich community.

AN ENTHUSIASTIC MEETING

By June 1915 the grim reality of the war was beginning to be felt at home in Australia. Three of the men who left the Workshops to join the AIF had been killed in action on the Gallipoli Peninsula. The early loss of these colleagues must have been keenly felt by the men of the workshops. On 15 June a meeting was held in the Workshop's Dining Hall (Figure 2) during the midday meal. The



HOW THE GOVERNMENT PROVIDES FOR ITS WORKERS.
The Men's New Dining Hall at the Ipswich Railway Workshops.

—Whitehead photo.

FIG. 2 The Ipswich Railway Workshops Dining Hall soon after its completion in 1911. Image courtesy of Queensland Museum.



FIG. 3 A postcard of the Crewe Boer War Memorial dated 1911. Image courtesy of Cheshire Archives and Local Studies.

purpose of this gathering was to formally propose to the workshop community the idea that a suitable memorial should be erected in honour of their colleagues fighting in the war. Of the over 1,600 men employed at the workshops at this time more than a third would attend the Dining Hall during lunch hour for a hot meal, so a sizeable portion of the workforce would have been present for this meeting.

The meeting was chaired by the Works Manger and Acting Chief Engineer Mr J. E. Robinson. Robinson had been educated at the Leeds Mechanics Institute and Yorkshire College in England, serving his apprenticeship with the Perseverance Iron Works, Leeds. Arriving in Queensland in 1885 he worked first as a draftsman for the Queensland government bridge department. He went on to work for a number of railway contractors involved in the construction of locomotives for the Queensland government. In 1890 he was appointed lead draftsman in the locomotive drawing office. In 1911 he was appointed chief draftsman and the following year was appointed the Ipswich Railway Workshops Manager. By 1915 he was also Acting Chief Engineer – a dual role he would hold until his retirement in 1925 – and Robinson played an active social role the Ipswich community. He taught technical drawing at Ipswich Technical College, he was involved with Saint Paul's Anglican Church in Ipswich and was also a member of the committee that controlled the Railway Band (*The Queensland Times*, 13 April 1925, p. 4). Robinson's role as an advocate and organiser of the project to develop the Ipswich Workshops War Memorial complemented his significant community involvement.

After detailing that the desire for a memorial to those serving had been expressed by the workforce, it was proposed by Mr A. Ewing, seconded by Mr D. Thomas, and carried, 'That in the opinion of the meeting, some steps be taken to commemorate the memory of our shopmates.' It was further moved by Mr Robinson: 'That the memorial takes the form of a monument, and that it be placed in front of the dining hall, all the names of men who have gone to the front from the workshops to be inscribed thereon.' This was carried with hearty approval (*The Queensland Times*, 16 June 1915, p. 7).

Within weeks a committee of 21 delegates representing various parts of the workshops was formed and met at the home of J. E. Robinson – who had been elected president of the committee – to discuss how to fund and realise the project. It was decided that an executive committee would be formed to carry out the details of the plan. It was moved and carried that the delegates should make collections every month and that the delegates should meet once a month to report progress.

With a framework in place the committee began the process of making the memorial a reality. This would involve advocating and fundraising within the Workshops community, approaching the Queensland Commissioner of Railways for permission to build the memorial on railway property, consulting with contractors and keeping both the workshops and wider Ipswich community aware of any progress made.

THE CREWE CONNECTION

In an article detailing the first meeting of the committee it was noted that the appointed secretary, W. E. Dutton had carried out a similar project in his role working for the Crewe Railway Workshops in Cheshire England. That project culminated in a memorial to the men from the Crewe Works who had served in the Boer War of 1899 – 1902. The memorial is located in a prominent position in Queen's Park in Crewe (figure 3), which itself was a gift from the London and North Western Railway Company in 1887 and was designed in part by engineers from the Crewe Railway Workshops. The completed memorial is in the form of a pedestal and obelisk decorated with commemorative inscriptions. At its peak stands a soldier statue. At its base sits two stone lions. Originally a large model of a locomotive manufactured in the Crewe Works named 'King Edward VII' was also on display at its base. A photograph of the Crewe memorial was placed on display at the Ipswich Workshops. It proved popular with the men, who requested that a similar memorial be erected to commemorate their enlisted friends and colleagues (*The Queensland Times*, 26 June 1915, p. 13).

The sentiment that the Ipswich memorial should reflect the one at Crewe was closely observed. A comparison between the two completed monuments reveals striking visual similarities, the pedestal and obelisk following a near identical design. Both statues were cast by the same London-based sculptor – J. Whitehead and Sons. This combined with the fact that Boer War British and Australian First World War uniforms share similar features gives the statues a very similar appearance. The fact that both memorials share a similar physical appearance and a common instigator is also reflected in the broader context surrounding their construction and dedication. The prominent role the Crewe Workshops played in the economic and civic life of the town runs parallel to The Ipswich Workshops' importance to the local community. The fundraising drives and support from various aspects of railway management at Ipswich echoes the support displayed by their equivalents at Crewe over a decade earlier. The Crewe Memorial was officially unveiled in October 1903, and just like the unveiling of the Ipswich Memorial in September 1919 the event was a popular public celebration with marches, music, and speeches by prominent local citizens. Both memorials still stand today and act as an expression of civic patriotism, pride and grief for the employees and families of a railway workshops and their wider community.

A CONVERSATION WITH THE COMMISSIONER

With the Workshops' employees and management agreed on the details of their memorial the committee approached Col. C. E. Evans – the Commissioner of Railways – for support and approval. As the proposal was to place the monument within the grounds of the Workshops the responsibility of maintaining it once completed would sit with the Railway Department and ultimately, the Commissioner. On 6 September 1915 Secretary Dutton wrote to the Commissioner formalising the request and informing him that £140 of the necessary £750 had already been dedicated to the fund by the Workshop workforce. The same

letter also made the request that the Commissioner help the committee locate two captured guns to place at the base of the memorial (Queensland Rail Governance and Heritage Collection).

Honorary Colonel Charles Evans, CMG had worked for the Queensland Railways for most of his adult life. Originally from England, his career began in 1867 working as a porter. He was promoted to guard in 1869. In 1875 he was the guard on a mixed train running between Cambooya and Clifton that was blown off the rails by a violent storm (QR 1875). He left the railways for a brief period after 1875 before resuming work as a guard. In 1884 he was appointed travelling inspector in number 2 district and continued to be promoted into more senior roles until 1908, when he became the General Manager. He was appointed Commissioner in 1911 – a role he held until he retired in 1918. In an early act as Commissioner Evans decided to give every man employed by the railways a clean history with previous offences not to be counted in future (QR 1911). The Commissioner regularly travelled to the Ipswich Railway Workshops to inspect the site and the various projects taking place. Col. C. E. Evans' familiarity with the site and its workforce, combined with his life long association with the railways perhaps explains the significant support that he gave both personally and professionally to the construction of the Ipswich Railway Workshops War Memorial (*The Telegraph*, 31 December 1920, p. 2).

On 28 September 1915 the Commissioner travelled to Ipswich to inspect the Railway Workshops. As part of this regular inspection, he spoke with Dutton and confirmed he would approach the Minister recommending that the Queensland Railways contribute £100 towards the construction of the Memorial. The Commissioner also confirmed that he would ask the Minister of Railways to make enquires with the Minister of Defence on the subject of obtaining captured guns for display with the memorial. The Commissioner asked Dutton if anything else could be done to assist with the project and Dutton requested that the department pay for the memorial's foundations to be built. The request for the railways to pay for the laying of the memorials'

foundations was overlooked in these responses and would not be negotiated until 1917 (Queensland Rail Governance and Heritage Collection).

The conversation between Dutton and the Commissioner was followed up with a letter confirming the contribution of £100 on behalf of the department to the monuments construction. In a separate letter the Department of Railways also agreed to assist in acquiring an artillery piece to place at the memorial's base. Whilst no war trophies had yet arrived in Queensland, the committee's request would be put before the proper authorities when the opportunity arose. This promise was fulfilled after the memorial was unveiled in 1919. A captured gun was placed on display with the memorial, but deteriorated quickly in the harsh Queensland weather and was removed from display and scrapped in 1940. The commitment of support from such a high level within the Queensland Railways highlights the significance of the Ipswich Railway Workshops in a vast network with many other branches and elements. There were 2600 enlistments from the Queensland Railways during the First World War and honour boards dedicated to the service of Queensland Railways employees were produced at railway stations and centres of operation around the state. The Ipswich Workshops Memorial is the only one that gathered such significant departmental support both towards its construction and commitment to its ongoing maintenance.

SIX MONTHS LATER

By February 1916 the committee had been gathering financial contributions from the Ipswich workforce for six months. The Gallipoli campaign had claimed a further two members of the Workshops workforce before the successful evacuation of the peninsula in December 1915. Despite the significant loss of life in the Dardanelles campaign, the rate of recruitment at home in Australia was the highest of any year of the war. This trend was reflected at the Workshops, with the number of men who had enlisted increasing to 101 by 8 February 1916.

It was on this day that the Workshops Dining Hall once more served as the venue for a meeting about the proposed memorial. During the midday meal it was explained to the men that the fundraising campaign had £346 11s 4d in the bank, with £406 still to be raised. The committee appealed to the men to continue to give generously to the fund with an impassioned speech by one of the committee members asking the men that when the monument was unveiled, and the returned soldiers stood around it, what would their feelings be if they could not say that they had given their bit towards its erection (*The Queensland Times*, 9 February 1916, p. 6).

The meeting was concluded with patriotic songs and the following pledge:

We, the workmen of the Ipswich workshops, pledge ourselves to subscribe the sum of 3d per day, or any amount we think fit, until such time as the required sum of £406 is raised, so that a fitting memorial may be erected to these 101 of our fellow workmen who have so nobly responded to the call of duty. (*The Queensland Times* 9 February 1916, p. 6)

A breakdown of the origins of the funds already raised provides an insight to the size of the individual shops working onsite (table 1).

At this stage the average amount subscribed per worker was 3s 1d. Fundraising, enlistments from the Workshops workforce, and the death of shopmates at the front continued throughout 1916. Reflecting the broader experience of Australians in the First World War, the majority of those who enlisted from the Workshops community saw action on the Western Front rather than at Gallipoli or in the Middle East. 1916 saw a further 105 enlistments, and of those already deployed an additional 11 had been killed on active service. Whilst the committee was confident they could obtain the additional funds from ongoing worker contributions they also began looking at other ways to raise the necessary funds, including social dances at the Workshops Dining Hall.

TABLE 1. Breakdown of the origins of the funds raised by February 1917

Department	Donation as of 8/2/1917
Carriage Shop	£30 19s 11d
Boiler Shop	£27 0s 9d
Wagon Shop	£20 10s 6d
Moulders' Shop	£17 7s 9d
Machine Shop	£17 6s 3d
Brass Shop	£12 15s 3d
Smithy Shop	£10 18s
The Erecting Shop	£10 0s 6d
C.M.E. Staff	£7 10s 3d
Tool Shop	£7 10s 6d
Wheel Shop	£6 14s
Westinghouse Brake Shop	£5 18s 3d
Paint Shop	£5 11s 9d
Sawmill	£5 11s
Pattern Shop	£5 2s
Trimmers' Shop	£4 1s 6d
Tinsmiths' Shop	£4 8s
Coppersmiths' Shop	£3 8s
Electric Shop	£2 18s 6d
Manager's Office	£2 19s
Powerhouse	£2 18s 6d
Stores	£1 9s 6d
Railway Commissioner	£100
Sir. J. Adamson (Minister for Railways)	£1 1s
Mr. J. E. Robinson, C. M. E.	£1 10s
Powerhouse collecting box	11s 8d
Cash in hand	9d

SET IN CONCRETE, CARVED IN STONE, CAST IN BRONZE

With fundraising efforts continuing into 1917, a further 64 men from the Workshops enlisted and two were killed in action. The committee began the task of acquiring the various components necessary to produce the memorial.

On 7 June 1917 Robinson and Dutton again met with Commissioner Evans to discuss the memorial. It's apparent from the minuted conversation (Queensland Rail Governance and Heritage Collection) that there was a breakdown in communication between the Commissioner and the Committee about the laying

of the memorial's foundations. Dutton believed that it had been confirmed that the department would pay the costs of laying the concrete foundations when he and the Commissioner had first spoken about the memorial in September 1915. The Commissioner responded that he had no recollection of this conversation having taken place and that no minutes or notes were taken to that effect. Dutton said that the Commissioner had asked him if there was anything else that he could do and Dutton had mentioned the foundations. Reiterating that he had no recollection of the conversation the Commissioner said he would do nothing until he knew what the cost would be.

The Commissioner requested that Dutton write a letter to him detailing the specifications and dimensions required and he would get an estimate for the costs of the works from the Chief Engineer. The request for a letter detailing the specifications for the foundations was quickly met and by the 3rd of September 1917 the Commissioner had approved the works at an additional cost of £110.

At the same meeting Dutton explained to the Commissioner that the Committee was £65 short of the cost of producing the memorial, which had now grown to £800. He requested that the Commissioner attend the Workshops to turn the first sod of the memorial on payday and make an appeal for the difference from the Ipswich workforce. The Commissioner responded he would prefer not to do this, and was certain they would get the £65 easily enough, handing over a cheque for £5 towards the shortage.

The stone used in the construction of the Ipswich memorial's obelisk is Victorian Granite, expertly cut to shape by Andrew L. Petrie, a monument mason whose business was located at the gates of Toowong Cemetery in Brisbane. This business prepared more Queensland First World War Memorials than any other firm, involved in the production of 22 monuments across the state (McKay 1985). Again exploiting the Workshops' position as part of the Queensland Railways, the stone was conveyed by rail free of charge from Toowong to Ipswich.

It was originally proposed that the inscribed bronze plaques and crests for the memorial be manufactured at the Ipswich Railway Workshops for the estimated cost of £10. However the completed components were actually produced by Chas. Hanford of Brisbane.

The Digger statue destined to stand at the Obelisk's summit travelled all the way from London in the United Kingdom to form part of the Ipswich Railway Workshops Memorial.

Just like its counterpart, the Crewe Boer War Memorial in Cheshire, the Ipswich Digger was sculpted and cast by J. Whitehead and Sons (Sculptors of the Imperial Works) London. This firm was a well-established designer and builder of public memorials. They produced not only the Boer War Memorial at Crewe, but other significant monuments such as the Titanic Engineers Memorial unveiled in Southampton in April 1914. Local to Queensland, the community of Dalby – a small town west of Toowoomba – commissioned the firm to produce another Digger statue for inclusion in the municipality's First World War Memorial. The Dalby and Ipswich Diggers are the only statues produced by the firm for erection in Queensland. They are also the state of Queensland's only Digger sculptures cast in bronze, with most having been sculpted in freestone, sandstone or marble. At the conclusion of The First World War 61 Digger memorials were commissioned in Queensland – making the Ipswich Workshops Memorial representative of a broader and popular commemorative trend (McKay 1985).

Dutton was familiar with J. Whitehead and Sons work, having dealt with them extensively in the development and construction of the Crewe Memorial. At some point in early 1918 Dutton wrote to the firm requesting a quote for the completion of a suitable statue for the Ipswich Memorial. The response from Joseph Whitehead was sent in April 1918 and the quoted price for the completed Digger was £500. It seems likely that it was at this stage that fundraising target was revised from £800 to £1400. At this stage Whitehead could not give a definite timeline for the statues completion with wartime shortages of raw materials complicating the

process. Whitehead explained that he had visited the Queensland offices in London, and the staff there had committed to providing every possible assistance. For the quoted price the statue would be securely packed and delivered to the London Docks, it then being the responsibility of the Committee to arrange its passage to Queensland. Whilst no records of the Committee obtaining quotes from other sculptors or manufacturers are available, Dutton's letter to Whitehead must have mentioned that they had approached other providers. Whitehead's letter concludes with the note that he would 'leave it to your good judgment whether you will get the same class of work from the competition you mention.'

The committee was again able to draw on the Ipswich Railway Workshops' position as part of a Queensland Government department to assist in co-ordinating the manufacture and safe delivery of their Digger from the other side of the world. The Queensland State Treasury wired the payment for the sculpture free of charge on the Committee's behalf. The Queensland Government Offices in London also assisted and liaised on the Committee's behalf with both the sculptors and shipping agents.

It was initially anticipated that the statue would be completed and made ready for delivery in January 1919. However the foundry where the Digger was cast was so overwhelmed by commissions for other commemorative statues and monuments that the completion date was delayed for several months. When it was finally ready for delivery, The British India Steam Navigation Company agreed to carry the statue freight free to Brisbane on board their steamer the S.S Opawa. The Digger sailed on the 17 May 1919, arriving at the Ipswich Railway Workshops on 4 August 1919 (*The Queensland Times*, 5 August 1919, p. 4) and was quickly installed at the summit of the monument, ready for the unveiling celebration in September.

THE UNVEILING CEREMONY

The culmination of the years of work, fundraising and advocacy came on 27 September 1919 when the Ipswich Workshop's Memorial was officially

unveiled. The ceremony was attended by a crowd of over 2000 employees, politicians, and Ipswich community members.

Queensland Railways again pledged their support by running special trains from Brisbane. The department provided bunting and flags to decorate the workshops. Permission was sought and given for lumber in the workshops' store to be temporarily repurposed for the construction of a stage and viewing platform. A request was made for the Railways' official photographer to attend the event and photograph it for posterity which was also approved. The department also provided 2000 Souvenir Event Programs produced by the government printer A J Cumming. The booklet was 16 pages long and detailed the day's events, attendees and the names of the men listed on the memorial. Two copies of this program have since been donated to the collection of The Workshops Rail Museum (figure 4).

Music for the event was provided by a number of groups drawn from Ipswich and surrounding areas

including the Blackstone-Ipswich Cambrian Choir, the City Vice-Regal, the Model, Brisbane Military, and the Caledonian Pipe Bands. A contingent of approximately 160 local returned soldiers under the command of Lieut. C. W. King marched from Ipswich railway station, escorted by the Military Band to the workshops, where they formed a guard of honour for the Governor of Queensland Sir Hamilton J. Goold-Adams and his wife Lady Elsie Goold-Adams. The Governor had accepted an invitation to both attend and officially unveil the monument. On arrival Lady Goold-Adams was presented with a bouquet by Bella Martin. Bella was the daughter of David Martin who had died of wounds sustained at the Battle of Polygon Wood in October 1917 and is commemorated on the Workshops' Memorial. In addition to the Governor and his wife, the event was attended by a number of dignitaries from local and state government bodies.

The Governor's address to the assembled crowd detailed his public and personal gratitude to the men

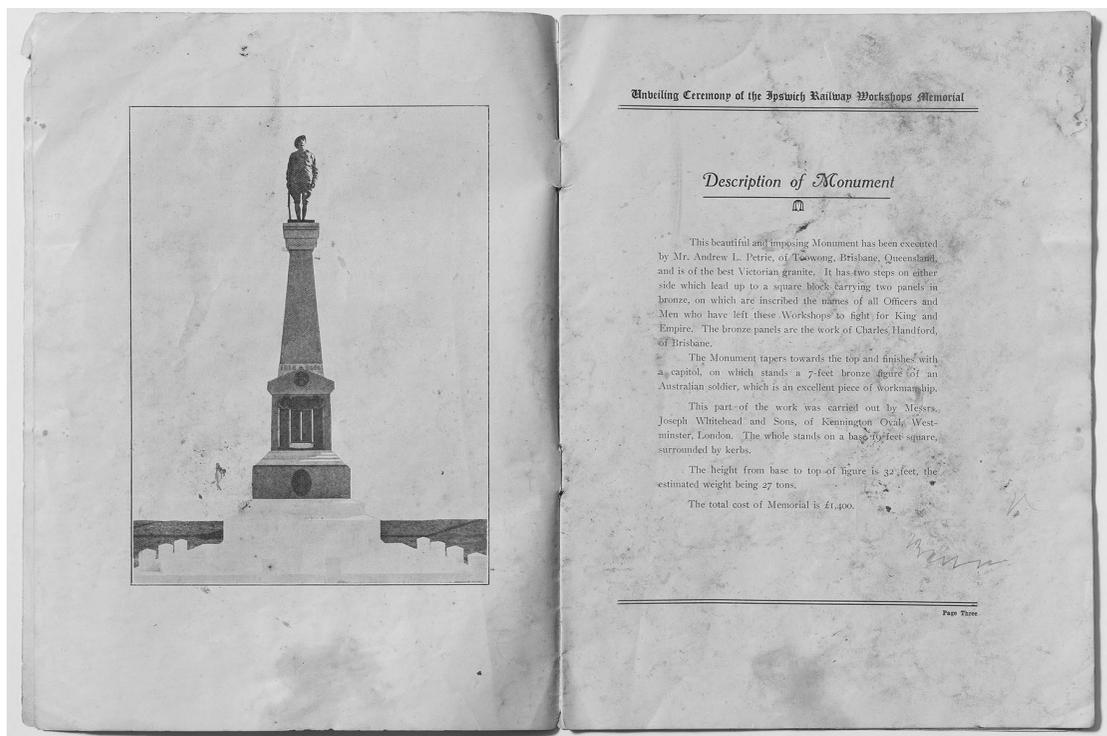


FIG. 4. Program produced for the unveiling ceremony of the Ipswich Railway Workshops Memorial. Image Queensland Museum.

of the workshops who had 'not only fought and bled for their shopmates, but for him as well'. He went on to speak of the ongoing peace negotiations taking place on the international political stage and expressed the hope that future generations would realise more fully what they owed to those men (who had served) and as the people of ancient countries made pilgrimages to the tombs of the great men of the past, in future the people, no doubt, would make pilgrimages to this memorial in order to read the inscriptions thereon (*The Queensland Times* 29 September 1919, p. 6). The Governor then performed the unveiling ceremony, removing the Union Jack that had been draped over the bronze plates and the Digger Statue (figure 5). The military band played the National Anthem. The memorial was then dedicated by the Anglican Archbishop of Brisbane Dr Donaldson, after which the choir sang 'Home They Brought Her Warrior Dead'. In an act that would come to define Anzac Day ceremonies, the 'Last Post' was sounded by Bugler J. Devlin. As part of the ceremony, the memorial was officially handed over to The Commissioner of Railways as a piece of departmental property. With the memorial complete and officially unveiled, the Ipswich

Railway Workshops had a focal point for Anzac and Remembrance Day ceremonies, and a daily reminder for the workshops workforce of the hardship, suffering and horror experienced by their friends and shopmates in the First World War.

STORIES FROM THE FRONT

The stories of the men commemorated on the Ipswich Memorial reflect the diversity of experiences and roles performed by Australians who enlisted during the First World War.

Overwhelmingly those who served from the Workshops did so in Infantry Battalions. Some served with the Australian Light Horse Divisions, others with Artillery units and at least one enlisted with the Australian Flying Corps. Many who enlisted from the Workshops utilised the skills they had gained in civilian life in their military service with Pioneer Battalions and Railway Operating Divisions. Several had significant military experience with some having served in the Boer War. Men who left the Workshops for enlistment left safe in the knowledge



FIG. 5 A photograph taken by the official Queensland Railways photographer, showing the statue and bronze plaques shrouded in flags. Image courtesy of TWRM/QR

that their jobs were secure until their return. Queensland Railway employees who enlisted were granted indefinite leave rather than being expected to resign. Those who survived the war and returned to employment with Queensland Railways resumed their original jobs, or took positions equivalent to the ones they held before they enlisted, with no cuts to pay or entitlements.

The men listed on the memorial also reflect the diversity of nationalities present in the Ipswich workforce. Of those born in Australia 93 were from Ipswich and its surrounding districts, 57 from the rest of Queensland and 21 from interstate. From the United Kingdom 72 were born in England, 33 in Scotland, 6 in Wales and 5 in Ireland. There were three Canadians, three Russians and one each from New Zealand and Belgium.

An exploration of the wartime experiences of every person listed on the Ipswich Workshops Memorial is beyond the capacity and scope of this paper. However an exploration of the records of the 31 men of the 300 listed on the memorial who were killed or died of wounds captures a brief snapshot of the wider experiences of those who enlisted from the workshops as well as their ongoing interactions with the Ipswich community. Letters written to friends and family by many of the men who enlisted were published in local papers, detailing their exploits and experiences. Equally as compelling are the articles that appear after their deaths at the front, with articles giving a fuller picture of their work, interests and wider participation in the social and civic life of the Ipswich community. Every name on the memorial tells a story; following is a brief glimpse of some of those experiences.

LIEUTENANT JOHN POWE ROBERTS

John Powe Roberts was the first man killed in action from the Railway Workshops. Roberts was born on 18 October 1882 in Jarrow, Tyne and Wear England. He married in 1904 and migrated to Australia with his wife Sarah Kennedy in 1911. At the outbreak of war they were living in a house on Flint Street in North Ipswich and Roberts was employed at the Workshops as an engineer. With 12 years' experience in the Durham Light Infantry before arriving in Australia, Roberts was commissioned as a Lieutenant in the 9th Battalion. He was amongst

the first men to arrive on the beach at Gallipoli on 25 April. Roberts was wounded that same day and was being stretchered back to safety when a shell exploded overhead and killed both him and the stretcher bearers carrying him (*The Queensland Times* 23 June 1915, p. 4). He was buried at Walker's Ridge Cemetery on the Gallipoli Peninsula.

PRIVATE GEORGE CLARK

George Clark was born in Scotland, immigrated to Australia and worked in the Machine Shop at the Workshops. He was amongst the first men from Ipswich to enlist at the age of 24 and served in D company of the 9th Battalion, which was led by fellow shopmate Lieutenant John Powe Roberts (*The Queensland Times*, 1 May 1915, p. 7). Clark was killed on 2 of May 1915. He is remembered at the Lone Pine Memorial, Gallipoli Peninsula. George's brother Alexander Clark was also living in Ipswich at the time and excerpts from George's letters from the front to his brother were reported in the *Queensland Times*. News of his death was also reported in the newspaper, the article describing him as 'a strong young Scotsman brimful of energy' (*The Queensland Times*, 14 June 1915, p. 6).

SAPPER JAMES ARCHIBALD LINDSAY

James Archibald Lindsay was killed in action on 10 May 1915. He enlisted with the 3rd Field Company Royal Engineers. Lindsay entered employment with the Ipswich Railway Workshops as an apprentice Fitter and Turner. He was born in Bundamba and was a prominent footballer, representing Queensland against New Zealand in 1913, as well as playing for the state against English sides. He was captain of the St Pauls football team for the three years. Lindsay was also a keen rifleman, winning many medals and trophies in marksmanship competitions. He was buried in the Courtney's and Steel's Post Cemetery on the Gallipoli Peninsula.

SERGEANT WILLIAM GUNN

William Gunn was another recent immigrant to Australia from Scotland. He had served with the Army Medical Corp in the Boer War. When Gunn first arrived

in Queensland he worked for the Ipswich Ambulance Brigade before finding employment with the Railway Workshops. He was also a keen football player and cricketer. Enlisting in August 1914 with the Field Engineers, he was later assigned to the 3rd Australian Field Ambulance. A number of his letters home were published in the 'Queensland Times' and detail his experiences at Gallipoli. Word of his death was received and published in the same edition as his last letter. This article spoke of a man who had risked his own life many times to save others, and as a consequence of one of these actions had been mentioned in dispatches (*The Queensland Times*, 24 December 1915, p. 10). The article also recounted that when his commanding officer suggested that he should go to Malta to recuperate, as he had spent five months performing strenuous and dangerous work, he responded that he would prefer to stay on Gallipoli. Having been there since the start of things, he would like to see the end of them. Gunn was killed in action on 24 November 1915 and is buried at No 2 Outpost Cemetery, Gallipoli Peninsula.

LIEUTENANT HAROLD JAMES PETTIGREW

Lieutenant Harold James Pettigrew enlisted with the 9th Battalion and arrived in Egypt to join the unit in January 1916. Prior to enlisting Harold Pettigrew was an assistant staff clerk in the office of the Chief Mechanical Engineer at the Railway Workshops. The unit proceeded to the Western Front, where Pettigrew was admitted to hospital on a number of occasions first for appendicitis and later for gastritis. He was killed by shellfire on 21 of August 1916 at the age of 21 (*The Queensland Times*, 16 September 1916, p. 8). He was initially buried in an isolated grave near Mouquet Farm North West of Pozieres. After the war his body was reinterred at Regina Trench Cemetery, Grandcourt, Picardie, France.

PRIVATE LESLIE JAMES FOSTER

Leslie James Foster served both at Gallipoli and on the Western Front. He enlisted in 1914 at the age of 24 and was posted to the 9th Battalion. Born in Stanley, he was a clerk at the Ipswich Workshops before enlisting. A

number of letters written to his mother were published in the 'The Brisbane Courier' in January 1916 and detail the diversity of roles played in keeping the battalion running. Foster used the skills he had learnt in civilian life to complete clerical work for the battalion. At one stage he was attached to the company signallers delivering and receiving messages. He also spent time in the firing line delivering water and digging trenches.

Foster spent 28 weeks at Gallipoli before being evacuated, one of his letters explaining that he 'simply broke down' and was sent to No. 2 Auxiliary Hospital, Heliopolis. With supply lines compromised and poor sanitary conditions on the peninsula more men were being evacuated sick than wounded towards the end of the campaign. Foster recovered and remained in Egypt to be joined by the rest of the force evacuated from Gallipoli (*The Brisbane Courier*, 5 January 1916, p. 8). Foster went on to fight of the Western Front and was killed in action on 23 July 1916. He is remembered on the Villers-Bretonneux Memorial, Picardie, France.

PRIVATE VICTOR STILL

Victor Still enlisted 26 May 1915 at 18 years of age. His enlistment papers detail his occupation as a Loco Engine Fitter. Joining the 8th reinforcements of the 9th Battalion, he sailed from Brisbane on 16 August 1915. Victor served in France where he was transferred to the 49th Battalion. He was wounded in action on three separate occasions and died of wounds on 29 October 1917 (*The Queensland Times*, 7 November 1917, p. 5).

The mayor of Ipswich Alderman Pearson Welsley Cameron received official confirmation of Still's death on 6 November 1917. The mayor regularly accepted the responsibility of informing the next of kin of fallen soldiers of their relative's death. The mayor proceeded to Brassall State School accompanied by a priest to inform Still's father – G. Still – who was the school's Head Teacher. The first assistant teacher, with the assistance of pupils, had the flag at the school flown at half-mast on learning the news (*The Queensland Times*, 6 Nov 1917, p. 5). Victor Still is buried at the Mont Huon Military Cemetery, Le Treport, Haute-Normandie, France.

THE SECOND WORLD WAR

Only two decades after the end of the First World War, members of the next generation of Ipswich Railway Workshops employees enlisted to fight in the Second World War.

A significant part was played not just by those that enlisted, but by the Workshops and its workforce – with the Workshops taking on significant amounts of war work in addition to keeping Queensland's rolling stock fleet running. New buildings were added onsite and fresh skills learnt. In contrast to this urgent progress the memorial remained unchanged and continued to act as the centre piece of Anzac and Remembrance Day commemorations. Outside of these significant events it seems that the Memorial was not always being treated with the reverence that many thought it deserved.

On 10 May 1946, the Chief Mechanical Engineer Victor Hall received a Deputation from the Returned Soldiers League (Queensland Rail Governance and Heritage Collection). The League was concerned that bikes were being left leaned up against the side of the monument, and requested that a small fence be installed to protect the memorial. Hall responded that he would instruct that a fence be built, and an order be issued that bikes were not to be leaned against the memorial. The deputation also proposed that given two sides of the obelisk had no plaques or inscriptions in place, the opportunity could be taken to add the names of the men who had served in The Second World War. Hall himself was listed on the monument, having enlisted with the Australian Flying Corps before being sent home medically unfit. His enlistment records detail 'insufficient cardio vascular strength' as the reason for his medical discharge. Whilst open to the idea, Hall was not able to offer immediate support to the proposal of adding the Second World War enlistments to the memorial. Hall believed that the memorial remained the property of the committee that organised its construction, and therefore should have final approval of any alterations or additions. He suggested that the deputation would need to contact the committee and ask their permission to add the additional names.

More than three decades on from the committee's formation many of these original representatives had retired or passed away, but a number remained on staff. Whilst no official records of these approaches exist, what is known is that the Commissioner for Railways was approached about the proposal on one of his routine inspections of the Ipswich Workshops and gave the idea his approval. There are no records of the discussion having progressed any further and the proposal was never realised.

Why the memorial was not updated remains unknown. Did a former committee member object to the inclusion of the additional names? Was the cost of adding them considered prohibitive? With the workshops under significant pressure to repair and rebuild rolling stock neglected during the war with staff and equipment shortages, was there simply not enough time to prioritise the idea? Many of Queensland's First World War memorials were updated to reflect the service of local people in the Second World War. The Ipswich Railway Workshops Memorial, despite the participation of workshop employees in subsequent conflicts, continues to be dedicated exclusively to those who served in the First World War.

THE ALL CONFLICTS MEMORIAL

The role of the Ipswich Railway Workshops shifted significantly over the second half of the twentieth century. The daily parade of workers through the front gates that passed the memorial grew and then

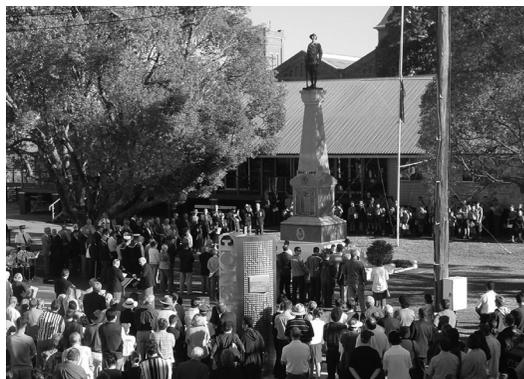


FIG. 6. The Ipswich Railway Workshops Anzac Day service in 2003. Image Tanya Edbrooke, Queensland Museum

dwindled as the years rolled on. After much scoping during the 1990s, it was decided to establish a railway museum at the site and position the workshops as the operational base for the Queensland Rail Heritage Fleet. When The Workshops Rail Museum opened in 2002 responsibility for the portion of the site that included the memorial was transferred to the Queensland Museum. By this point ownership of the memorial had moved to the Ipswich Railway RSL Sub Branch. The museum and the RSL cooperated on facilitating Anzac and Remembrance Day Services (figure 6). The museum provided access, equipment and other in kind support to allow the RSL to focus their commemorative services on the memorial.

In April 2019, only 4 months away from the memorial's centenary the RSL completed construction of the All Conflicts Memorial. This new memorial was placed behind the original monument as a tribute to Queensland Rail workers that had served in conflicts in the century since the the First World War. It is made up of stone panes depicting photographs of other defining conflicts. It is set behind the First World War Memorial, facing out from the Dining Hall (figure 7). Whilst not altering the material of the original

monument this new addition marks the most striking visual change since the trophy artillery piece was removed in 1940. Although the desire to add the names of the Workshops employees who served in the Second World War to the memorial were never realised, this new addition has acknowledged their service and those that came after them, in the same spirit as the fundraising efforts of 1915.

AN ONGOING LEGACY

The Ipswich Railway Workshops War Memorial stands today as a tribute to a group of men who served in one of the most devastating conflicts of the twentieth century. The memorial is also representative of the culture of the workshops and its workforce. Research into the efforts to raise funds, construct and dedicate the memorial a century ago reveals a sense of pride not just for the men who enlisted, but broader civic pride for the workshops and its place in the Ipswich community. The Workshops Memorial echoes the construction of similar memorials across the country. Many of these monuments still stand today and continue to perform their commemorative



FIG. 7. The Ipswich Railway Workshops and All Conflicts Memorials. Image Andrew Sivijis, Queensland Museum



FIG. 8. ANZAC service 2019. Image Andrew Sivijis, Queensland Museum

role as centrepieces of local Anzac and Remembrance Day services (figure 8). In the case of the Workshop Memorial this continued relevance goes beyond the conventional use of the monument as a focus of local commemorative ceremonies. Despite a century of change, the Ipswich Railway Workshops continues to be a centre for the maintenance and rebuilding of steam locomotives and heritage rolling stock. Today the workshops still practice many of the skills and trades that shaped the lives of the men listed on the memorials surface. In 2016 the memorial was refurbished and as part of the works the bronze plaques were removed from the obelisk for restoration. That these skills could be used by current workshop employees to restore the plaques and mark the service of their predecessors is a fitting continuation of the culture of commemoration that began in a meeting over lunch in the Dining Hall in 1915.

The size of the workshops workforce is much reduced since 1919. But each day staff of the museum, workshops and visitors trace their steps and pass the Memorial and the Digger statue's gaze. A silent reminder of lives lost, or forever changed, and a focus for personal grief and community pride.

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