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The Workshops and the community

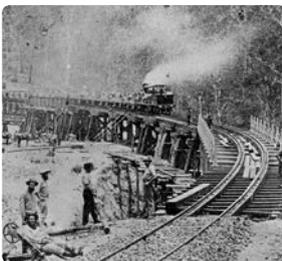
Robyn BUCHANAN

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Construction of the first railway and the development of railway workshops provided a boost to the population and economy of Ipswich in the 1860s, and the new residents enriched the social life of the town. Although the railway construction workers moved on as the line progressed westwards, the railway workshops remained a permanent source of employment in Ipswich. The skilled staff of the Workshops provided technical training for young people, some of whom then took their skills into private industry. Local industries including foundries were encouraged to develop by receiving contracts for railway work. The Workshops, with its large staff was a conspicuous and important part of the community and Workshops employees participated in community life.

□ *Railway, workshop, community, skills, migrant.*

R. Buchanan
Buchanan Heritage Services



Construction of the first railway and the development of railway workshops provided a boost to the population and economy of Ipswich in the 1860s, and the new residents enriched the social life of the town. Although the railway construction workers moved on as the line progressed westwards, the railway workshops remained a permanent source of employment in Ipswich.

EARLY CONSTRUCTION AND IMMIGRATION

An early Ipswich contractor, Alexander MacGregor, reminisced in later life that when he arrived in Moreton Bay, work in the building trade was very slack in Brisbane, so in 1864, he moved to Ipswich where everything was booming (Figure 1). 'Oh there were crowds of people arriving in Ipswich from all parts of Australia, as well as coming from the old country in ship-loads,

the construction of the railway from Ipswich to the west having been the attraction,' he said (QT, 7 February 1914).

The choice of Ipswich as the starting point for the first railway, and even more importantly, for permanent railway workshops, was of immense value to the town and its economy. There was a boom while construction was under way, with boarding houses full, builders working at full capacity, hotels and shops thriving and the population growing rapidly. Existing residents scrambled to take advantage of railway opportunities. A bootmaker closed his shop, bought horses and drays, and carted bricks for the large Victoria tunnel near Grandchester. Other local residents carted ballast, and farmers sold oaten hay for the draught horses owned by the railway contractors Peto Brassey and Betts (QT, 4 April 1914, 6 September 1918).

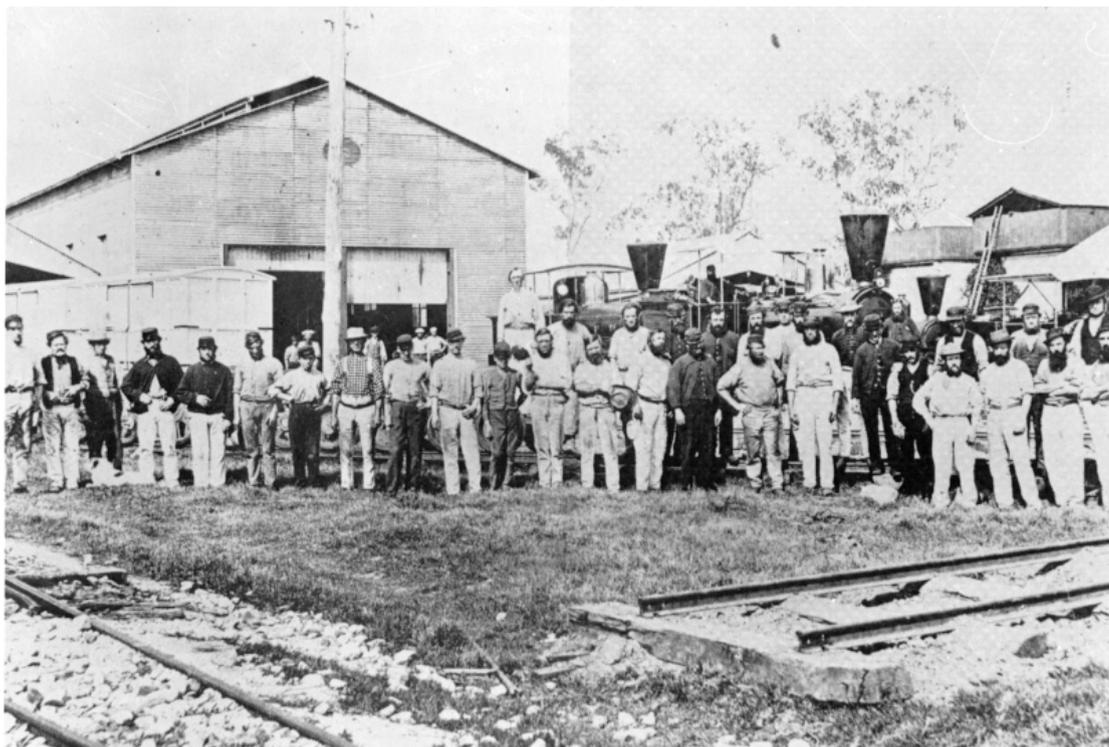


FIG. 1. Railway construction brought skilled workers to Ipswich. Image courtesy TWRM/QR.

Many of the immigrants brought to Ipswich for the project were “Jordan’s lambs”, recruited in Britain by the Queensland agent-general Henry Jordan. One of these was Samuel Lewis. He was working as a guard on the Belfast and Northern Counties Railway when he saw large placards ‘setting forth the advantages of emigrating’. Lewis arrived in March 1865 and was put to work on the Bremer Bridge and then the railway station (QT, 14 July 1916).

John Macartney also responded to Henry Jordan’s advertisements. He and his wife reached Ipswich in September 1864. The paddle steamer landed them at the railway wharf in the middle of a severe storm and they struggled up to the Immigration Depot with their belongings. Next day, John walked along the cleared railway route until he found four men digging ballast at Mihi quarry. He was told to start work in the quarry, and later worked on the “ballast train” – two railway wagons drawn by horses. He was to remain a railway employee for the next 53 years (QT, 13 October 1918).

Henry Horniblow was working for London and North-Western Railway at Wolverhampton when he was engaged directly by Sir Charles Fox. His first job was putting together the A10 locomotives as they arrived, then he supervised the erection of the first machinery in the Workshops. He became Locomotive Engineer and Chief Mechanical Engineer and was still working for the railway at the time of his death in 1910 (QT 7 February 1910).

Large numbers of labourers or “navvies” were also employed, many of them immigrants. William Morrow recalled in his memoirs:

These men, although purely and simply navvies, were all able, reliable, honest workers. It was about the beginning of summer when these men arrived and I can well remember the tortures some of them suffered with sun-stroke.¹

Other people were recruited through unofficial channels. They heard about the railway, either in Britain or in other parts of Australia, and just arrived. William Rollo had his own sawmill in Scotland and made farm implements, but after a business “reverse” he heard about the new railway and set out for Australia. On arrival in Ipswich in 1864, he went to the office of Samuel Wilcox, local agent for Peto Brassey & Betts (QT, 21 October 1911). He was told to fetch his work tools



FIG. 2. Railway staff and navvies pose for the photographer on wheelbarrows - possibly made by William Rollo. Image courtesy TWRM/QR.

and start immediately at the Workshops site where he made wheelbarrows for a whole year (Figure 2).

These workers tended to arrive in waves as each ship docked from England and the passengers were brought up the river by paddle steamers. This taxed local accommodation. An Immigration Depot had been built on the northern side of the river as interim accommodation for new arrivals, but it was often overcrowded and the town's boarding houses were usually full. Some men recalled spending their first night sleeping under planks leaned up against a fence.

To cope with the influx, a large shanty town sprang up on the Box Flats area to the north of the Workshops. Many people camped in tents and others built rudimentary dwellings. Jim Gilliver, the ganger who supervised construction of the Wharf Line, built 'a large humpy' for his family and also built stables for the horses being used on the project. The rough settlement became known as "Canvas Town".

William Rollo left his wife in Brisbane when they first arrived. In his spare time, he went into the bush to cut studs and rafters, then bought sawn weatherboards from a local mill and started to build a home on Box Flat. When he proudly summoned his wife to the completed cottage however, she found that it had a dirt floor, no ceiling and a front door which was just was an old plaid rug brought out from Scotland. 'And how she did cry!' recalled Rollo later (QT, 21 October 1911).

Navvies in Britain were known for hard work, hard drinking and roistering behaviour, and this reputation preceded them to Ipswich. The men of Canvas Town spent their leisure time hunting and fishing along the riverbank, and at night there were numerous campfires while the sound of accordion music drifted across the town. This was too much for the respectable established citizens of Ipswich,

and an alderman claimed that they seemed 'the sort of people likely to do all the stealing in the neighbourhood.' He also hinted that the chickens being roasted on the campfires were probably not acquired honestly (QT, 12 July 1864 and 13 October 1918).

As the line moved westwards, the railway construction workers moved with it to new camps. Life in Ipswich settled back to a steadier pace but the presence of the Workshops and its permanent employees had an ongoing positive effect.

Orders were given in 1866 for all tents and huts to be removed from Canvas Town (QT, 21 October 1911). By this time many of the Workshops employees had their own homes at North Ipswich, a short walk to their work. This area had a few dwellings and businesses in the early 1860s but after the railway construction, it became a thriving suburb, particularly as a bridge now existed across the Bremer River. A school opened in 1867 and businesses prospered, including a comparatively large number of hotels to cater for thirsty workers.

Ipswich gained a number of new citizens including highly-skilled engineers and tradesmen, and they enhanced the social life of the community in many different ways. Chief Engineer Abraham Fitzgibbon, although only a short-term resident, had 'a first-class picture by Turner' in his North Ipswich residence, and the first Traffic Manager, John Kennedy Donald, was followed to Australia by his widowed daughter, Mrs Darnley Morrison, who ran a well-known private school for many years. A kindly but somewhat formidable lady, she influenced generations of local children. Donald Thistlewayte and James Atkinson, surveyors and draftsmen on the first railway, contributed drawings to issues of Ipswich Punch, acted in local theatrical productions and joined local sporting teams (Figure 3).²



*Our friend Smith having read
Mr. Jordan's speech, makes up his
mind to go to Queensland.*

FIG. 3. The first panel of a cartoon strip from an 1860s copy of *Ipswich Punch* showing Mr Smith considering Jordan's message.

Some of the early railway employees were Scottish Freemasons, and two Masonic Lodges were formed in Ipswich – St Andrews in 1864 and Caledonian in 1866. Members included Abraham Fitzgibbon, John Kennedy Donald, engineer Henry Horniblow, and a number of Workshops employees and locomotive drivers. The Minister for Lands and Public Works, Arthur Macalister was also a Freemason and later became a Provincial Grand Master (Richards, 1959).

PASSING ON SKILLS AND KNOWLEDGE TO THE COMMUNITY

The Workshops initially imported most of its employees from Britain, putting together a core workforce of experienced and skilled “artisans”. They in turn began to teach local people, providing an important source of

practical technical training. The British engineers admitted that their students were doing well, but nevertheless criticised their “larrikin” Australian attitude – the boys apparently thought more about cricket and horse racing than engineering, and were ‘not as steady’ as boys in the Old Country (QVP, 1879:535-644).

When formal technical education began in Ipswich, there was interaction with the Workshops on a number of occasions. A good example was the interest created during the introduction of electricity. When a Power House was under construction in 1901-1903 as part of the Workshops expansion, Ipswich did not have its own electricity supply. The electrical consultant for the Power House F.A. McCarty gave a series of lectures at the Ipswich Technical College, and students were given tours of the construction site. The first Power House electrician S. H. Hancox later took over as lecturer (QT, 9 December 1902 and 4 July 1903).

This expertise advanced the College in the field of electricity. In 1909, Hancox and his students installed an electrical laboratory there, donating their spare time to the project, and one student commented that he wanted to see ‘the Ipswich College recognised as the training ground for the electrical engineers for the state’. Two years later, Hancox and several railway apprentices installed electricity throughout the College (Cook, 2002; QT, 2 September 1902 and 3 July 1903).

The electrical consultants and contractors for the Power House remained in Ipswich for a year and mixed socially with Ipswich people, no doubt advancing their company's cause at the same time. It is interesting to note that only two years after the Power House had been completed, the same company, Noyes Brothers, installed electric coal-cutters at Box Flat Mine in Ipswich, the first to be used in Queensland (QT, 4 February 1905).



FIG. 4. Passing on skills. Image courtesy Lyle Radford.

Apprenticeships at the Workshops were prized and in the early twentieth century, special examinations were held. The successful applicants were offered their choice of the available apprenticeships in the order of their exam result – the best student had first choice. Robert Sneyd, an apprentice in 1923, recalled that he came fourth and that his preferred job, electrician, had already been taken. He took a job as brass finisher without knowing anything about the trade because his father had died several years earlier and a steady railway job of any type was valuable. The boys attended some classes at the Technical College, but still learned most of their skills from senior employees. Some apprentices remained in the Workshops for their entire career, but others later took their skills into private industries in Ipswich (Figure 4). The role of the Workshops as a “training ground” was recognised as being of great importance, and was mentioned in parliament on several occasions (QPD, 1968; QPD, 1978:534-5).³

ENCOURAGEMENT OF LOCAL INDUSTRY

The original role of the Workshops was to assemble new locomotives as they arrived from overseas, and to maintain locomotives

and rolling stock. It also built rolling stock from 1865 onwards, believing that wagons and carriages could be made locally for a comparable price.

Locomotives were a different matter. Wages at the Ipswich Workshops were higher than those in Britain, and working hours were shorter. This meant that locally-produced locomotives were likely to be up to 25% more expensive than imported ones. It was clear that extra tools would be needed to carry out the work, and some doubts were expressed that local expertise would be adequate (QVP, 1879:535-644).

A steam locomotive named Mary Ann had been built by John Walker and Co of Maryborough in 1873 to haul logs along wooden rails (Figure 5). Although it showed considerable ingenuity, it was simple and resembled the first experimental locomotives used in Britain in the early 1800s.⁴ A locomotive capable of operating on a government railway would have to be more complex.

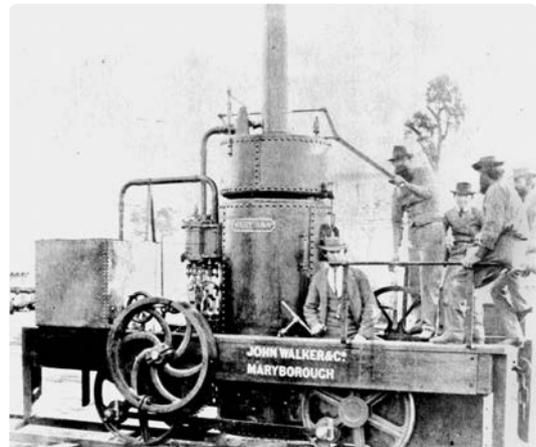


FIG. 5. Mary Ann built by Walkers of Maryborough in 1873 – the forerunner of locally-made locomotives. Image courtesy Whistle Stop/Mary Ann Train.

The Ipswich Workshops produced three locomotives in the late 1870s, using surplus spare parts held in store, and making other parts such as the frame and boilers. The senior staff were certain that there was sufficient expertise at the Workshops to construct an entire locomotive, but in the end, the Government decided to encourage Queensland industry and it commissioned private companies (QVP, 1879:535-644).

The first privately-built items of rolling stock were made in 1882, when contracts were given to three Ipswich firms Shillito and Son (14 wagons), Springalls (15 wagons) and builder Peter Brown (4 timber trucks). The following year, the number jumped to 30 wagons for Shillito and 58 for Springall, now in partnership with Frost. Hancock Bros sawmill and timber works joined the list of

local wagon builders in 1884.⁵

Over the following years, brake vans, horse boxes, carriages, ballast wagons, couplings, buffers and sleepers were ordered from several private firms in large quantities. This level of support boosted local employment, and gave local firms the confidence to expand and improve their equipment. Firms in other areas were also given contracts including Evans, Anderson, Phelan & Co in Brisbane, Walkers in Maryborough (the firm which built Mary Ann) and the Toowoomba Foundry.

Springall and Frost was the first locomotive builder among the Queensland firms (Figure 6). Frederick Springall had learned the trade of fitting and turning in his father's ironworks at Stafford in England. He came to Queensland and worked on the first railway

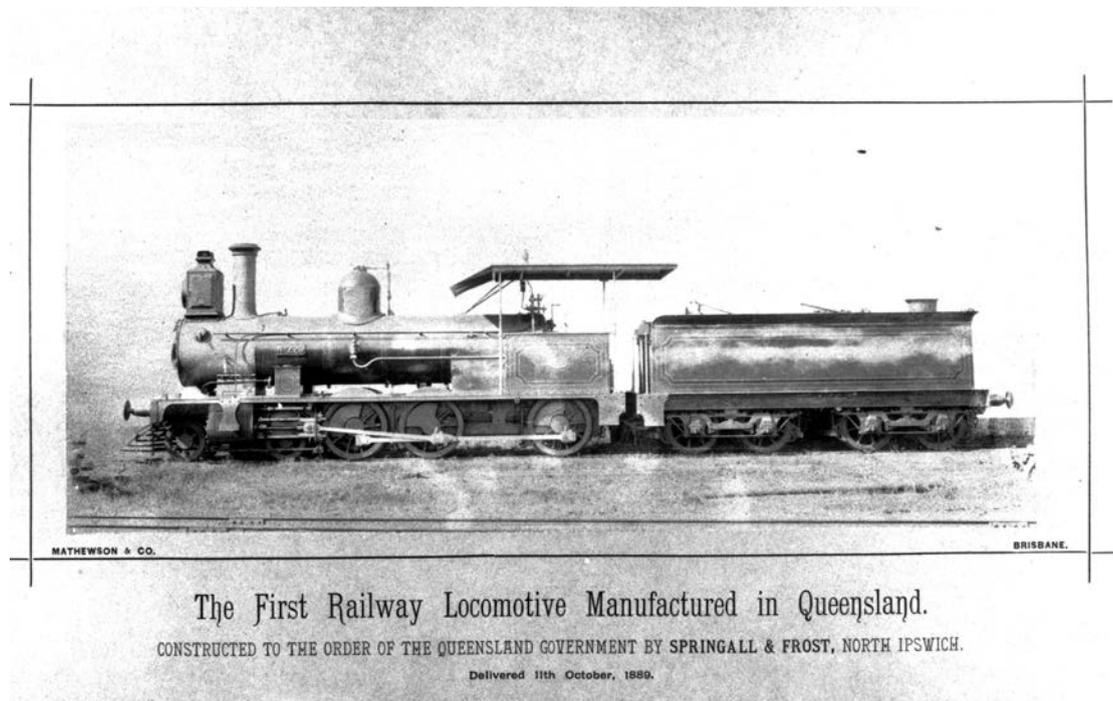


FIG. 6. The first locomotive manufactured in Queensland. It was built by an Ipswich foundry Springall & Frost. Image courtesy John Oxley Library, Image. No. 167294.

and on bridge construction, then spent two years in Sydney building locomotives at Mort's Dock and Engineering Company before moving back to Ipswich and the Workshops. Here, as leading hand under Mr Darker, he was put in charge of making the first local locomotive using spare parts (QT, 12 December 1914).

He gave evidence at the 1879 Select Committee hearings, and expressed the opinion that local contractors would be able to make locomotives at no more than 15% above the imported cost, provided they were given large orders to make it worth their while to install machinery and tools (QVP, 1879:535-644).

In 1882, Springall left the Workshops and started an engineering firm nearby at North Ipswich (Figure 7). About a year later, he took

James Frost as partner. Frost had trained as a coach-builder in England and had worked as foreman in the Carriage Shop at Ipswich, and as Loco Foreman at Maryborough (QT, 5 May 1928).

The firm's first job was to build wagons for the Bundaberg railway; then in 1887, they were awarded a contract to build 25 B13 locomotives. The firm apparently turned its small premises into "an establishment fitted with costly machinery and worked by a staff of skilled workmen" (QL, 19 October 1889).

The first locomotive was handed over on 11 October 1889 – two months early – at a special ceremony at the Workshops attended by the Minister for Railways, several other members of parliament and local dignitaries. It was considered a very important occasion

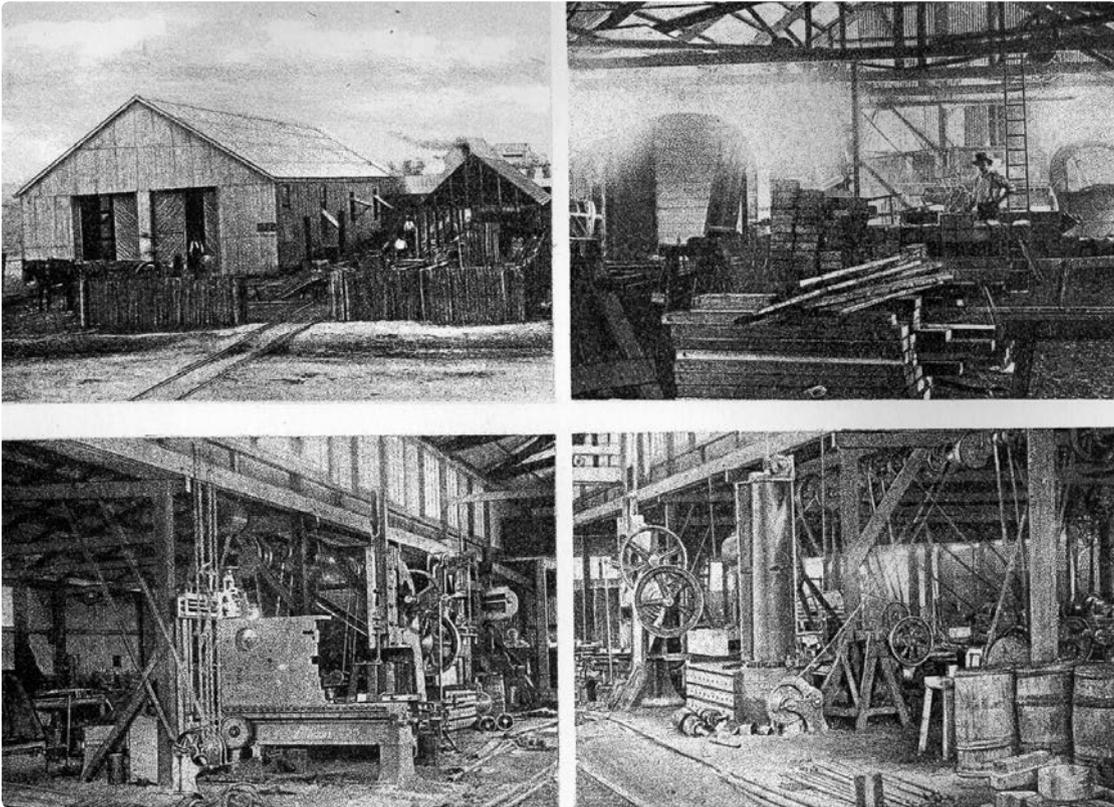


FIG. 7. Springall & Frost, 1888 (Morrison, 1888).

for both Ipswich and Queensland, proof that local industry was capable of complex work.

‘Many had said that the work could not be done in the colony’, Springall said at the handing-over ceremony. ‘Well, they had settled that question. The work had been done’ (QL, 19 October 1889).

In the same month, Springall and Frost reorganised to become Phoenix Engineering, and continued to carry out railway work, as well as general manufacturing. Their production increased to the point where they had a contract under way for 275 wagons and 5 carriages in one year, 1899. They also supplied the ironwork for a footbridge in Union Street Ipswich (QRAR, 1895).

The firm, however became overextended financially and it was purchased by F.E. Barbat in 1902. Within a few years, the works covered 2 hectares, had its own railway siding and employed 120 men. It claimed to have the only nut and bolt-making equipment in Australia at that time, and carried out a considerable amount of railway work including the spans for the Macintyre Bridge at Goondiwindi. It also contributed to the construction program at the Workshops, supplying iron and steelwork for the Smithy and the Wheel Shop, and making the unusual sealed pump house which still exists beside



FIG. 8. The pump house manufactured by Ipswich firm Barbats. Image courtesy TWRM/QR.

the river (Figure 8) (QT, 7 October 1902, 11 October 1902, 15 December 1914; QSA Item 299577).

Barbats continued to operate until the late 1930s. The disused premises were temporarily taken over by the Workshops during World War II.

Other industry flourished at North Ipswich, assisted by spur lines and sidings into their works. These included Byrnes Sawmill near the Bremer Bridge, the adjacent gasworks established in 1878 and Foote’s Joinery. Hancock Brothers sawmill was provided with a branch by extending the old Wharf Line, but after it was damaged by the 1893 flood, they requested a new line along The Terrace on the same conditions as Springall & Frost (QRAR, 1884). This became a contentious local issue as the Council did not want the problem of additional locomotives travelling along North Ipswich streets (QT, 4 July 1893). Hancock Bros continued to use the Wharf Line until the 1980s.

Other North Ipswich firms supplied the Workshops or the railway and these included the Queensland Woollen Mills which received orders for cloth for railway uniforms. Local contracts were not always large-scale. In 1901, twelve local women were making axle box lubricators – tiny fabric items about 16cm long by 4cm deep which required the seams to be sewn very accurately.⁶

The Workshops also assisted local industry by carrying out “foreign orders”, i.e. orders for outside organisations and firms. This included work for a sugar mill started by Ipswich photographer Biggingee Sorabjee Pochee, and for mine-owner James Gulland who had a contract to supply railway coal (QSA Item 91926).

Work was also carried out for other government departments. Locomotive Foreman Thompson Eden was involved

in an unusual job around 1870 when the small government steamer Leonie required repair. Work had already been attempted unsuccessfully, so it was sent to Ipswich to see if the skilled mechanics at the Workshops could do better. Eden had just organised the erection of a steam-crane on the railway wharf in the Bremer River. He said that, much to the astonishment of everyone, particularly the Locomotive Superintendent, he was able to hoist up the 22 metre Leonie and repair it, drawing upon marine engineering experience he had gained in England (QT, 21 March 1914).

Some outside work brought considerable prestige to the Workshops and its employees, and it began to acquire the reputation for being able to do almost anything.

In 1908, the Federal Government had offered a bonus on iron and steel manufactured in Queensland. A Royal Commission was then set up in Queensland to inquire into the possibility of developing its own state iron and steel works. Sources of iron ore

were investigated and then in April 1918, test smeltings were carried out at Ipswich Railway Workshops. Coke was obtained from Wright's Eclipse Colliery at Tivoli and a load of 50 tons of iron ore was railed to Ipswich from Biggenden. The tests were said to have been successful and produced a sample of pig iron which was good although rather brittle, a fault said to be easily rectified (QT, 18 April 1918 and 19 April 1918; QPP, 1918). Special plaques were cast to commemorate the event (Figure 9).

A deputation from Ipswich Chamber of Commerce and Ipswich and Moreton Shire Councils lobbied for Ipswich to become the site of the proposed steel works, citing the availability of coke and claiming there were deposits of iron ore in areas including Pine Mountain, Dundas and Boonah, with lime for flux available in the Esk Shire. In spite of these arguments, the smelter was set up at Bowen, not Ipswich (QT, 22 February 1918).

In December 1919, Ross and Keith Smith successfully completed the first flight from England to Australia by an Australian crew. Shortly afterwards, their Vickers Vimy aircraft broke down at Charleville, requiring repairs to the engine and one of the propellers. The Queensland Government arranged for the Workshops to assist. The engine was removed from the plane and railed to Ipswich where new connecting rods were

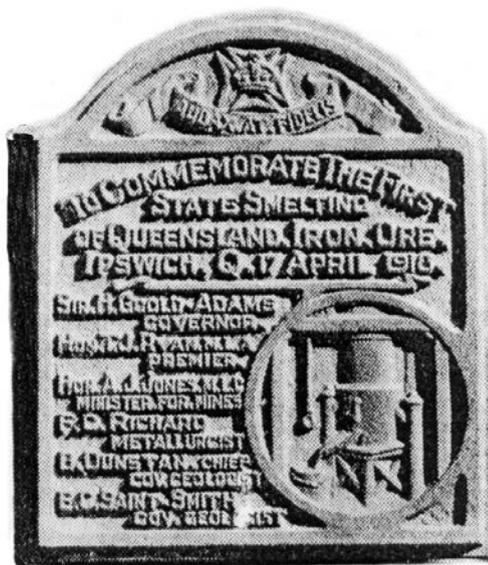


FIG. 9. Plaque cast to commemorate the smelting experiment. Image courtesy Robyn Buchanan.



FIG. 10. Testing Ross and Keith Smith's engine. Image courtesy TWRM/QR.

forged and machined, and the crankcase was repaired. A new propeller was made from Queensland maple (Figure 10). While this was being done, Ross and Keith Smith made regular visits to the Workshops. They also attended functions and spent a weekend at Bellevue Homestead on the Brisbane River. When the engine was tested, the public was allowed into the Workshops to watch (QT, 29-31 December 1919, 9-14 January 1920).

The term “foreign orders” evolved into the concept of “foreigners” – work the men carried out surreptitiously for themselves, using scraps of metal or timber and odd moments of spare time. Although officially forbidden, this work was usually overlooked as long as it was kept within reasonable bounds. When a question was raised in State Parliament about the practice in 1982, it was

excused as being ‘one of the privileges of the job’. Many houses in Ipswich still contain one of these small examples of Workshops skill and ingenuity (QPD, 1982-3:790).

BEHIND THE TIN FENCE

The community “behind the tin fence” was a world of its own, seldom seen by outsiders. Visiting VIPs were taken on a tour, and the public was occasionally invited in for special events such as the official unveiling of the World War I memorial (Figure 11) or the testing of Ross and Keith Smith’s engine in 1920. For a few years around the time of World War I, members of the public were also invited in at Exhibition time when a special train ran from Brisbane, bringing visitors to enjoy lunch at the Dining Hall and tour the site with its impressive new



FIG. 11. Opening the War Memorial. Image courtesy Mrs G. Jones.

buildings and machinery (e.g. QT, 12 August 1914 and 14 August 1915). For the rest of the time, gatekeepers carefully controlled access for site security and safety.

The public was always aware of the Workshops in its midst however. In the twentieth century, the workforce varied from about 1500 to a maximum of about 3500, and the daily movement of this number of people was a conspicuous event (Figure 12). Everyone in the city was aware of the “workers’ trains” which took men to North Ipswich, one train coming from Grandchester and one from Brisbane. A 1915 article commented:

It is an inspiring sight to see the workers’ trains arrive at the North Ipswich Shops in the morning and

depart from there in the evenings. They arrive about 7.25am, carrying on average about 700 men ...

The other workers of this time must have lived relatively close to their work as very few would have owned a car. In the early years, a horse paddock was provided for people who rode or drove a sulky. Many walked from their homes in adjacent suburbs and several shortcuts were available – a footbridge was built across the Bremer for railwaymen from Woodend, while a rowboat ferry service provided a quick route from the Basin Pocket area. Other men arrived by bus – initially horse-drawn – or by bicycle which became a favourite method of transport (Figure 13).

Knock-off time was a major event as the



FIG. 12. Payday, 1924. As a large employer, the Workshops were important to the Ipswich economy. Image courtesy Mrs G. Jones.



FIG. 13. Arriving at work c.1904. The Boiler Shop (without the later extension) is in the background, and the tin fence is about to be built. Image courtesy of the Kitching family.

entire workforce poured through the gates when the time whistle blew. Paperboys shouted the afternoon headlines, police were stationed at intersections to attempt to keep control and residents avoided the nearby streets as the buses and hundreds of bicycles streamed across the Bremer Bridge. In later years, most of the bicycles were replaced by cars, so a brief traffic jam became a typical feature of late afternoon at North Ipswich.

Industrial noise and smoke from the site were also reminders of the presence of the Workshops. Residents could set their clock by the time whistles which punctuated the day, and it was claimed that when the fire siren was tested, it could be heard as far away as the rural township of Haigslea.⁸

Apart from these obvious reminders, newspapers kept the general Ipswich community

informed about what was happening behind the tin fence. A threat of retrenchment or a hint of an expansion was described and debated in articles and editorials, because what was good for the Workshops was also good for Ipswich. All types of event were reported, including staff changes, descriptions of the latest locomotive and an account of the regular lunchtime speakers at the Railway Rostrum. Although the latter was purely an internal activity, the number of railway employees was such a large proportion of the Ipswich population that it was judged to be of general interest.⁹

The Workshops put together many sporting teams which participated in community competitions and for several years, it had its own golf club.¹⁰

The employees also helped the community

by contributing each week to a railway benevolent fund. In 1915, for example, it contributed £350 to Ipswich General Hospital, the Ambulance Brigade and the Blind, Deaf and Dumb Institution. In the 1920s, the men formed their own choir and gave lunch hour concerts to raise money to send the Blackstone-Ipswich Cambrian Choir to a competition in Ballarat (QT, 23 July 1925, 30 July 1925; 5 August 1925).¹¹

During World War I, the employees were fiercely patriotic. More than 200 men volunteered, and those who remained behind hung flags around the shops and contributed 1% of their wages to a Patriotic Fund. At the end of the war, more money was raised to erect an impressive war memorial at the Workshops where Anzac Day commemorations are still held each year.

The Workshops was considered a “reserved occupation” during World War II, and some employees wishing to volunteer were refused permission. The Workshops operated for extended hours to maintain the locomotives and rolling stock needed for troop and supply movement, and to carry out specific war work including production of tools and gauges, and gun barrels and water evaporation units for naval corvettes.

THE END OF AN ERA

In the 1990s, most Workshops activities were relocated from the historic North Ipswich site to Redbank. Although this suburb is still within the Ipswich city boundary, the change represented the end of an era. To mark the event, the Ipswich Regional Art Gallery prepared an exhibition of photographs which travelled throughout Australia, celebrating the Workshops and reflecting on its importance (Buchanan & Radford, 1996).

Since the 1860s, the presence of the Workshops had been of great economic value, both for the employment it created, the training it gave to young people and the encouragement it gave at various times to local industry. It also had great social importance. Employees had participated in community activities and the technical achievements of the Workshops had been a source of local pride. This would still continue at Redbank, but no longer from a prominent position near the Ipswich CBD.

Some of the historic buildings at the North Ipswich site now have a new role as a steam locomotive workshop and The Workshops Rail Museum (Mewes, this volume; Mate and Moritz, this volume). This has brought new local opportunities and maintains the historic links between the Workshops and the local community.

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□ ENDNOTES

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2. Sale of house contents QT 24.12.1867; appointments GG 1865 Vol 6 p415 (from Kerr database); unpublished research paper by Elizabeth Clarke on Mrs Morrison; "Ipswich Punch Club", unpublished manuscript by James Atkinson 1909 Museum of Mapping & Surveying; account of a burlesque of Macbeth QT 31.5.1866
3. Oral History interview with Bob Sneyd
4. A replica of this locomotive operates in Maryborough
5. Railway contracts file, TWRM
6. Contracts list, TWRM
7. Blackstone-Ipswich Patriotic Eisteddfod program 1915
8. Oral history interview with Elmslie Berghauser
9. eg Bishop of London speaks at Rostrum QT 12.2.1927; employees get own song book for community singing QT 30.11.1949
10. Interview with former CME Clarrie Turner
11. Blackstone-Ipswich Patriotic Eisteddfod program 1915; QT 23.7.1925, 30.7.1925; 5.8.1925