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A Queensland Government Project
Typeset at the Queensland Museum

Rebirth of an Icon

David MEWES

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The Redbank Railway Workshops were completed in 1958. When first envisaged, it had been intended that both steam and diesel locomotives would be maintained there. However a decision to phase out steam locomotives was made following the successful introduction of diesel electric locomotives. Steam locomotive maintenance would then continue only at Ipswich. The use of steam locomotives in regular traffic ceased in 1969. The future of the Ipswich Railway Workshops was now in doubt. Construction of new steel wagons was undertaken and maintenance of the large fleet of wooden wagons continued but even the wooden wagon fleet was being phased out. Modernisation of the Ipswich Railway Workshops was not financially viable. Sections were transferred to Redbank or closed altogether as the trades involved were no longer required.

Ipswich continued to maintain several steam locomotives and wooden carriages retained for special excursion traffic whilst other production and staff levels continued to dwindle. The significance of the Ipswich Railway Workshops was recognised with its listing on the State Heritage Register. Queensland Rail and the State Government actively sought alternative uses with a number of proposals investigated and discarded. The establishment of The Workshops Rail Museum, which opened 1 September 2002 and the continued use of sections of the Workshops by Queensland Rail to restore and maintain the heritage fleet for special excursions has secured the future of the site, at least for the time being.

□ *Railway, workshop, museum, development, rolling stock, exhibition.*

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The demise of steam traction in 1969 meant that Ipswich Railway Workshops had lost most of its reason for existing. Attempts were made during the period 1970 to 1990 to modernise the machine tools and introduce new tasks. The Boiler Shop became a workshop for the construction of steel wagons while the maintenance of air-conditioned carriages and refrigerated wagons was also tried in the old Erecting and Wagon and Carriage Shops. However by the mid 1990s the work was in serious decline and alternative uses for the site were investigated. In conjunction with the continued operation of the workshops, the heritage listing of the Ipswich Railway Workshops in 1997 helped shaped the future of this historic site.

REDBANK TAKES OVER

Development of the Redbank Railway Workshops, which were opened in 1958, initially envisaged that steam locomotives would be overhauled there as well as diesels but the overhaul of steam locomotives at Redbank never eventuated. Overhauls of diesel electric locomotives, first introduced in 1952, were undertaken at Ipswich Railway Workshops until the work was transferred to the new Redbank Railway Workshops in 1958. However financial constraints delayed the transfer of some activities from Ipswich to Redbank.

The changeover to diesel locomotives by Queensland Railways had a major effect on the operations at Ipswich Railway Workshops. The first significant change was the transfer of the Foundry and Pattern Makers Shops to the Redbank Railway Workshops in 1965. The equipment was then removed from the old foundry building at Ipswich.

Completion of the dieselisation program on Queensland Railways in 1969 saw the old foundry building at Ipswich converted into a Bogie Repair Shop. The steam locomotive

Erecting Shop was converted into a repair facility for refrigerator wagons and air-conditioned train bogies. The Boiler Shop, which had the facilities for handling heavy steel plate, changed to the construction of containers and special purpose steel wagons (SE 1970: 247).

IPSWICH CONTINUES

Ipswich Workshops continued to maintain the few remaining steam locomotives and wooden carriages which had been retained for the operation of heritage excursions (Figure 1). In January 1987 the then Transport Minister, Don Lane, announced a two-year program to improve the efficiency of the Ipswich Railway Workshops. It was announced that staffing levels would be reduced over two years through voluntary and involuntary transfers and natural attrition, taking the number of employees down to 1115 from 1565. Staff and unions were also involved through shop floor meetings to discuss demarcation and efficiency improvements within the Workshops (SE, 1987: 406).

Beginning in the 1990s, a major program to upgrade rolling stock for the transport of coal and grain had a major impact at Ipswich. Wooden rolling stock had been almost completely phased out by this time. These developments meant that changes were also needed in the many skilled trades' people who worked in the Workshops. Traditional skills such as woodworking and blacksmithing were not as important as they once were.

THE VISION OF A CEO

Vince O'Rourke (Figure 2), who had been appointed Commissioner of Queensland Railways in 1990, and became the first Chief Executive Officer when Queensland Railways was made a government corporation on the



FIG. 1. Ipswich Railway Workshops has continued to maintain a small fleet of steam locomotives for special excursion traffic since the end of steam in 1969. Here the boiler of AC16 221A is removed when restoration work commenced in 2002. Photo D. J. Mewes.

30 June 1991. The Queensland Railways name soon changed to Queensland Rail in line with its modern image. The new CEO envisaged a new, modern, Queensland Rail with the latest technology and innovative ideas. The CEO, having a long career in Australian railways, was also keen on Queensland Rail's heritage.

Over many years various departments within Queensland Railways had collected together material considered to be of significance to the history of rail in Queensland. Much of this collection, under the control of the Chief Civil Engineer, was housed at the Railway Centre in Brisbane. In January 1990, this material was sent to North Ipswich under the control of the Director of Administration. It was housed in the old Tarpaulin Shop at North Ipswich. The imposing brick Tarpaulin Shop, built in 1879, was the last building to have been built at the site of the original railway workshops and was the only original workshop building still remaining at the old site (Figure 3). Queensland Rail planned to house its heritage collection in this building. Stage 1 of the proposed Railway Historical Centre development, an archive facility, was due to be opened on the 3 August 1990 (QRAR, 1990: 14).



FIG. 2. Vince O'Rourke AM. Image courtesy QR.



FIG. 3. Railway Historical Centre. Photo D. J. Mewes.

MUSEUM PROPOSALS

Transport Minister, Hon David Hamill announced on 3 September 1992 that the Redbank Steam Locomotive Museum collection would be transferred to the new Railway Historical Centre at North Ipswich. Mr Hamill also said that these locomotives would be restored before being placed on display at the Historical Centre. The Redbank museum (Figure 4) had been closed in August due to the severe deterioration of the locomotives, which had been on open-air display since the museum opened in 1969 (SE 1992: 219).



FIG. 4. Redbank Museum. Image courtesy TWRM/QR.

A discussion paper, “Queensland Rail Historical Centre Museum”, was issued in 1993 and a number of meetings were held between interested parties and stakeholders to discuss proposed options for the development of a museum at the Tarpaulin Shop, which housed the Railway Historical Centre, located on The Terrace at North Ipswich. Representatives at these discussions included staff from Queensland Museum, Queensland Rail and members of railway enthusiast groups. The archives section which was Stage 1 of the proposed museum facility had been officially opened in August 1990. An agreement between the Commissioner for Railways and the Board of Trustees of Queensland Museum was signed on 21 June 1991. The agreement outlined the administrative arrangements under which

the Queensland Railways Museum would be developed as a branch of the Queensland Museum.

Following these developments, Queensland Rail announced the formation of a Heritage Division in late 1992 and called applications for the position of Manager Heritage, which closed on the 8 January 1993 (SE, 1993).

UNIVERSITY PROPOSAL

In June, 1993 it was announced that the Ipswich Railway Workshops site would be handed over to become a campus of the University of Queensland. It was predicted that the centrally located 57 hectare site would save the University some \$26 million through the adaptive reuse of the existing buildings

(QT, 11/6/1993). The fate of the Ipswich Railway Workshops was further sealed on the 3 July 1993 with an announcement by the Queensland Rail Board that the heavy manufacture and repair facilities at Ipswich would close (SE, 1993: 121).

AN HISTORIC LOCOMOTIVE IS REBORN

Members of the Australian Railway Historical Society – Queensland Division, with the co-operation and assistance of Queensland Railways, removed the historic A10 Class locomotive No.6 from the Redbank Steam Locomotive Museum in 1988 and restored it to working order. Built in 1865 by Neilson Co, Glasgow, No.6 entered service August 1866. It was sold to a sugar plantation near Bundaberg in 1896 and gifted to Queensland Railways for their centenary celebrations in 1965. No.6 had been placed in the Redbank Steam Locomotive Museum in 1969 as a static exhibit. After restoration, No.6 was used to celebrate the centenary of the Cairns Range railway in 1991 during the *100 Days of Steam* celebrations.

The success of the A10 project further encouraged Queensland Rail's enthusiasm for its heritage. While the CEO of Queensland Rail had a strong vision for its future, Vince O'Rourke also felt strongly that the Railways should not forget their "roots" and that the heritage of Queensland Rail was important. Vince O'Rourke had selected DD17 Class No.1051 as a suitable candidate for restoration (Figure 5). Unlike the A10 No.6, which was restored by volunteers at Mayne, No.1051 was restored by the staff at Ipswich Railway Workshops. The completion of this project resulted in several more former Redbank Museum engines being selected for restoration to working order at the Ipswich Workshops (SE, 1993:190).

A second steam locomotive was removed to Ipswich Railway Workshops from the

closed Redbank Steam Locomotive Museum in September 1993. This was the largest steam locomotive type ever to have worked in Queensland, Beyer Garratt No.1009. The project to restore it to working order was expected to take 16 months (QRWN 42/93: 1).

A conservation assessment of the Ipswich Railway Workshops was undertaken in 1995 by Buchanan Architects in association with Ove Arup & Partners and archaeologist Gordon Grimwade. The final draft report was issued in May 1995 (Buchanan et al. 1995).

The proposed University of Queensland campus at Ipswich Railway Workshops moved a step closer following an announcement by the Education Minister, David Hamill on the 2 June, 1995. Mr Hamill said that the State Government would work through the heritage issues of the Ipswich Railway Workshops site with the University (SE, 1995: 92).

A HERITAGE SITE

An article in The Queensland Times, 31 August 1995, indicated that the Queensland Heritage Council was intending to fast-track the heritage listing of the Ipswich Railway



FIG. 5. DD17 No.1051 following completion of its restoration to working order by Ipswich Railway Workshops. Image courtesy TWRM/QR.

Workshops site. Issues relating to the clean-up of contamination sites at the Workshops had also arisen. It was considered that the only problems would arise from coal, diesel and lubricants. Queensland Rail estimated it would take \$1 million to clean up the site. A report indicated that the area along the river bank was known to have been used as a landfill dump for many years by the Railways. This report appears to have conveniently overlooked the area between the original workshops and the present site where Wide Gully was formerly located. Wide Gully was originally bridged by a large wooden and iron bridge as part of the first railway line to Grandchester and Toowoomba. This line was called the Mihi Line. The Wide Gully bridge was removed and used elsewhere while the gully itself was filled in over many years using scrap from rolling stock and locomotives as well as locomotive ash, earth and other industrial rubbish. Undoubtedly there were other areas that were similarly filled in the area between original workshops on the northern side of the Bremer River and the northern end of the current workshops.

Late in 1995, the University of Queensland Senate resolved to reject the Ipswich Railway Workshops as a campus site for the University. They had expected the site to be cleared and delivered uncontaminated. They did not want to confront any restrictions on buildings with regards to architecture or planning and heritage constraints (SE, 1996: 284).

The Ipswich Railway Workshops were placed on Queensland's Heritage Register and their listing on the Australian Heritage Register was advertised in the Courier Mail on the 24 June, 1997.

Following the transfer of more activities and staff to Redbank Workshops during the previous twelve months the workforce at Ipswich had been halved by November 1996.

The failure of the university campus concept

as a possible use for the Ipswich Railway Workshops site caused a re-evaluation of possible uses for the site. The fact that it was heritage listed made it more difficult for adaptive reuse of the historic buildings.

RAILWAY TECHNOLOGY CENTRE

Early in 1997, Transport Minister, Vaughan Johnson announced that the State Government and Queensland Rail in partnership with the Ipswich City Council were working on plans to develop a national tourist attraction and educational facility on the site of the Ipswich Railway Workshops. The proposal was to build an Australian Railway Technology Centre on 20 hectares at the northern end of the 57 hectare site. Separate development proposals were to be investigated for the balance of the site.

The proposal included a steam locomotive maintenance and restoration depot. It was envisaged that the development would include displays of rail technology as well as a centre for operating heritage steam train excursions. The Railway Historical Centre, at the extreme southern end of the site, would continue to be used by railway staff and members of the public for historical research (SE, 1997: 382).

FURTHER WINDING DOWN AT IPSWICH

The final transfer of workshops facilities to Redbank was expected to be completed in October 1997 with the relocation of the Refrigeration and Air Brake Shops. It was expected that up to about 60 employees would remain at Ipswich following the completion of this transfer. The remaining staff were to be involved with the restoration and maintenance of the heritage steam locomotive fleet and wooden carriages retained for excursion work. The staff included blacksmiths, fitters and

boilermakers. Queensland Rail allocated funding for a consultancy to seek expressions of interest in the development of the Rail Technology Centre and the redevelopment of the remaining rail yards at North Ipswich (SE, 1997:249).

Following a question from the Member for Ipswich, Hon David Hamill, on the 16 April 1998, the Minister for Transport advised that the cost of developing the Rail Technology Centre at Ipswich Railway Workshops would be in the vicinity of \$26 million over three years. The State Government sought sources of funding, including a possibility of Centenary of Federation funding, whilst Queensland Rail was expected to put in just over \$4 million (SE, 1998:56).

In 1998, Queensland Rail appointed a Project Manager, Mr Mark Leisemann for the redevelopment of the Workshops site. A management committee was also formed with representatives from Queensland Rail, Ipswich City Council, State Government and several community groups. The committee met for the first time on 6 November 1998 to consider the future direction of the redevelopment process and to discuss a marketing strategy. Further subcommittees were also formed to provide feedback and identify areas of involvement, including a staff advisory committee and another involving rail heritage groups (IRTC, 10/1998).

Planning for the new Ipswich Rail Technology Centre had begun in earnest by January, 1999. A project team was formed to help drive the development. Bligh Voller Architects were appointed and they set about undertaking the preliminary investigations and design work for the proposed railway museum, which would include a function centre, the upgrade of the railway dining room, relocation of the Railway Historical Centre, development of a gardens forecourt

in front of the Power House and proposals for a commercial/information technology precinct.

The Ranbury Management Group was also appointed to the project with one of their first tasks to investigate a proposed steam train trip from the Ipswich CBD through the North Ipswich rail yards (IRTC, 1/1999).

Ray White Commercial was appointed by Queensland Rail to contact potential local, national and international developers who might be interested in investing in the redevelopment project. Innovative ideas for potential development on the site were sought from a range of business sectors. It was stressed that these ideas were expected to complement the rail technology and railway museum concepts.

REDEVELOPMENT PROPOSALS

A briefing session for parties interested in the development proposals was held on the 12 March 1999 with a closing date of 23 April 1999 for submissions of Expressions of Interest. The schedule included a short listing of potential developers by the 1st June, when the tendering process would begin. The successful developer would be announced during December 1999 (IRYR 3/1999).

The development site extended from the railway bridge over the Bremer River and incorporated the old North Yard, the 1879 Tarpaulin Shop and all the land up to and including the Railway Workshops site. The state Labor government announced they would provide \$20 million over three years to fund the proposed rail museum. External developers were expected to significantly contribute to the overall site development. In addition to the railway museum it was anticipated that the proposed redevelopment would include commercial and housing development as well as parklands (SE 1999: 381).

When the Expressions of Interest campaign had closed on the 23 April, nine submissions had been received. Community liaison was an important part of the project development with morning tea information sessions for the local community and also similar events being held for rail employees and railway enthusiast groups. More than 220 people attended these sessions held during April and May. A Rail Heritage Group consisting of railway employees and rail enthusiasts was formed in June, to discuss the possible involvement of the railway heritage groups in the planning of the development and also the possible involvement of volunteers. The Rail Heritage Group met regularly to discuss and provide advice on such issues as the proposed rolling stock display and other potential exhibitions (IRYR, 4/1999).

Global Info Links was the first tenant to occupy a building on the Workshops site in April 1999. Global Info Links was an internet service provider operated by the Ipswich City Council. Their occupation of a 780 square metre office at the Workshops was hailed as the first tangible step in the revitalisation of the old Workshops into a commercial and information technology precinct. The building was originally an engine repair and reconditioning shop at the Oakey RAAF base. It had been acquired by Queensland Rail in 1946 and moved to the Ipswich Railway Workshops. The building was adapted for use as a drafting office (IRYR, 6/1999).

FINALLY A MUSEUM OUTCOME IS CHOSEN

On the 28 July 1999, the Labour Government confirmed that the historic Ipswich Railway Workshops would be redeveloped into a multi-million dollar, international museum and tourist attraction. The project was officially launched after two years in the planning. The Treasurer and Member for

Ipswich, Hon David Hamill, Minister for Transport and Main Roads, Steve Bredhauer and Queensland Rail's Chief Executive, Vince O'Rourke along with the Mayor of Ipswich, John Nugent attended a special ceremony at



FIG. 6. The project logo announced in 1999. Image courtesy TWRM.

the workshops site to mark the beginning of the project. A new logo and project slogan was also announced "The Workshops – People and Railways Forging a Nation".

The aim of the project was to showcase the history of rail and rail's involvement in the development of Queensland. It would also focus on Ipswich and other industries that had close links with the Workshops. As well, it was intended to focus on the development of rail technology, an area where Queensland was leading the rest of Australia. The Minister for Transport stated that Queensland Rail (QR) would continue to have a significant involvement on the site as operators of the steam locomotive Erecting Shop and working Blacksmiths Shop giving the Museum a "living heritage" element.

QR had continued to maintain an active presence on the site during the 1990s with much activity in the steam erecting shop. DD17 Class No.1051 had been restored and returned to service in 1993. The 137 ton Beyer-Garratt No.1009, the last remaining example of the largest steam locomotive to operate in Queensland, was restored and re-entered service in 1995 (Figure 7). In 1999, three further steam locomotives were receiving attention. A10 Class No.3, the little "Puffing Billy"



FIG. 7. Beyer Garratt. Image courtesy DJ Mewes.



FIG. 8. Behind the scenes tours of the Workshops were popular with the public when they began in the late 1990s and are an important part of the visitor experience at The Workshops Rail Museum. Image courtesy D. J. Mewes.

that had been on display in Queens Park in Ipswich, was dismantled with the intention of having the locomotive a centrepiece of the new Museum (IRYR, 9/1999).

Work began in earnest during 2000. The old apprentices' training school was demolished to make way for the new landscaped forecourt in front of the Power House. The original designs for the Power House in 1901 proposed a landscaped garden in this area but the concept did not eventuate until almost 100 years later. Work on refurbishing the facade of the Power House was completed by the end of the year and the large Power House whistle, which for some years had heralded to large areas of Ipswich the starting and finishing times at the Workshops, was replaced. The concept plan for the Museum was completed during December 2000. A walking tour of the Workshops held every Wednesday proved very popular, with the 3000th visitor being welcomed on 30 August 2000 (Figure 8). These tours were booked through Ipswich Tourism. Former railway employees and workers on site took great pride in these guided tours for members of the public (IRWN, 10/2000).

The first formal meeting was held in January 2001 involving the Queensland Rail Workshops Redevelopment project team, Ranbury Management, various consultants, museum designers Desmond Freeman & Associates, architects Bligh Voller Nield, a curator from Queensland Museum, Queensland Rail's Heritage Manager and staff of Queensland Rail's Railway Historical Centre. This meeting, involving all the stakeholders discussed the progress of the project, organised responsibilities and set timeframes for the Museum development with a projected opening in July 2002.

Stage 1 of the Ipswich Workshops Museum project was officially opened on Saturday 7 March 2001 and included restoration

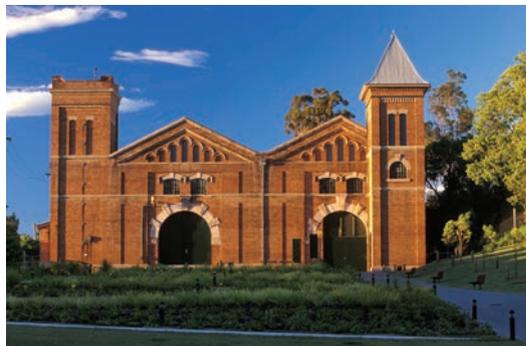


FIG. 9. The Powerhouse. Image courtesy TWRM

of the Power House facade, landscaping of the Power House forecourt (Figure 9), interpretation of the old worker's rostrum and refurbishment of the worker's dining room. (QRWN 10/01: 1).

"Ipswich has been a railway city since 1864 and the Ipswich Railway Workshops was an integral part of Queensland's history and heritage because it was from there that Queensland's first railway started and was extended westwards".

Hon. Matt Foley, Minister for the Arts – 6 April 2001

A special open day was held on Saturday 7 April as part of the Centenary of Federation celebrations. The Premier, Peter Beattie, attended the celebrations which featured amongst other things, displays showing the proposed Museum, steam locomotives and walking tours of the site.

QUEENSLAND MUSEUM APPOINTED

Despite Queensland Rail's interest in seeing its heritage properly preserved, a museum was not a core business of the Railways. In July 2001, it was announced jointly by the Minister for Transport and the Minister for the Arts, Matt Foley, that Queensland Museum would own and operate The Workshops Rail Museum as a significant campus of the state



FIG. 10. Depicted in the first TWRM newsletter spring 2001 (L-R): Minister for the Arts, Hon Matt Foley MP, Rachel Nolan MP, Member for Ipswich, Nerolie Withnall, Chair Board of the Queensland Museum, Mayor John Nugent, Ipswich City Council and Don Livingstone MP, Member for Ipswich West. Image courtesy The Queensland Times.



FIG. 11. Logo for The Workshops Rail Museum introduced in 2001. Image courtesy TWRM.

museum (Figure 10). A new logo (Figure 11) was also launched at this time and the name of the museum officially became “The Workshops Rail Museum – Queensland” (TWRM Newsletter, 2001: Spring).

“This is an exciting time, and I am delighted about this new addition to the Queensland Museum network, particularly in view of the fact that a major feature of The Workshops will be its spectacular rail heritage museum”. Dr Ian Galloway – CEO of Queensland Museum

There were now frequent meetings of a core Museum development team including a

historian, label writers, display designers, audio-visual consultants and others with regular progress reports and task allocations occurring as timeframes were set and adjusted. QR staff from the Railway Historical Centre were heavily involved in assisting the historian and display designers. During this period objects were being selected by the Curator of the Railway Historical Centre for the main display galleries in the Museum. These were transported from the Railway



FIG. 12. The objects selected for the initial gallery displays in the new Museum were collected in the Tool & Gauge Shop where Queensland Museum staff undertook necessary conservation work and display preparation. Photo D. J. Mewes.

Historical Centre to the Tool & Gauge Shop where they were held while a Queensland Museum conservator supervised the tasks necessary to prepare them for display (Figure 12).

An advertisement was placed in The Australian for the vacancy of Director for The Workshops Rail Museum. This was the first position to be advertised under the auspices of the Queensland Museum. The position required the incumbent to provide strategic direction, leadership and management of all activities including visitor attendance, tourism, marketing, education, event management and administration.

The proposed annual budget was expected to be \$5.7 million and employees at the Museum

would number up to 45. Completion date was scheduled for May 2002 with the aim that the Museum would be “Australia’s premier rail heritage attraction”.

MUSEUM DIRECTOR APPOINTED

The successful applicant, Andrew Moritz, took up his position in December, 2001. Mr Moritz came to The Workshops from the National Wool Museum in Geelong where he had also been Director. The timing of the involvement of Queensland Museum and the recruitment of the new Director of The Workshops was somewhat unusual in that the Museum and its display galleries and exhibits had been established with little or no input from the Queensland Museum. Normally the professional museum organisation operating the facility would have been involved from the very beginning with a project of this size. The time frame expected by the State Government was also very tight. The construction of a museum, preparation of display galleries and the installation of exhibits along with lighting and interpretive panels could usually be expected to take up to five years. This timetable had to be compressed into just 16 months.

A MUSEUM TAKES SHAPE

The former Boiler Shop building at the Workshops was to become the main gallery and exhibition space for the new Museum. The building had to be re-roofed and fitted out with new doors, security systems and lighting (Figure 13). Because of the sheer size of the building, some 5000 square metres, it could not be properly environmentally controlled as would be the case with most museums. To overcome this, a series of smaller buildings were built inside the Boiler Shop. Each of these was a separate display gallery based around themes established by the museum display committee. These buildings were temperature and humidity controlled to enable fragile museum objects to be displayed.

The buildings at the Workshops were heritage listed so proposals for the adaptive reuse of the buildings had to be approved by the Queensland Heritage Council which added to the timeframes. Despite occasional wet weather and other temporary delays, development of the Museum project continued. The tight schedules meant that museum objects had to be placed in position whilst other building work was still continuing around the displays (Figure 14).

Queensland Rail Workshops staff were heavily involved with the refurbishment of rolling stock intended for display and numerous other tasks. The steam locomotive



FIG. 13. The Boiler Shop was re-roofed and reclad as the main display building for the new museum. Care had to be taken to ensure the adaptive reuse of the building did not compromise the heritage values of the building. Photo D. J. Mewes.



FIG. 14. Diesel Locomotive No. 1262 is placed inside the Boilershop display area, while construction continues around it. Photo D. J. Mewes.



FIG. 15. "Pompey" is placed back in position after having undergone restoration work in the Workshops. Photo D. J. Mewes.

“Pompey” for many years the Workshops shunter and on display in the Workshops forecourt was removed for restoration work while the forecourt area at the entry to the Workshops was excavated and rebuilt (Figure 15). Water flowing through the Workshops during heavy rain was not a major problem but it was for a Museum. The reconstructed Workshops forecourt was sloped away from the Boiler Shop and the former rail siding, known as 4 Road, was removed and re-profiled to form a spoon drain between the Boiler Shop and the Machine Shop. The northern end of the Machine Shop was fitted out with two collections stores, a workshop and an office area for museum staff. Administration staff were housed in an office adjacent to the former railway dining room which was renamed “Trackside Cafe”.

Selection of Museum staff was also a high priority with the Queensland Museum to officially take over the Museum section of the Workshops site as from the 1 July, 2002.

Rolling stock displays were placed in the Museum as their final locations became available (Figure 16). PB15 No.444 and several goods wagons making up the Museum Gallery called “Moving Goods” were placed in position on No.1 Road with due fanfare and publicity using steam locomotive BB18 ¼ No.1079 on 27 June 2002 (SE, 2002: 119).

The Queensland Heritage Trails Network contributed \$15 million to the construction and development of The Workshops Rail Museum and QR a further \$5 million together with much more additional work behind the scenes. The Museum was the last major project of the Queensland Heritage Trails Network which undertook 44 projects across Queensland amounting to an expenditure of \$110 million. The opening date for the Museum, where visitors would



FIG. 16. PB15 is moved into position. Photo D. J. Mewes.

have the opportunity to take a historic and interactive journey through an Australian railway workshop as it operated more than 100 years ago, was now set for the 30 August 2002 (QPD, 2002: 2825-2826).

MUSEUM OPENING

The Workshops Rail Museum was formally opened by the Queensland Premier, The Honourable Peter Beattie, before an audience consisting of invited guests and the media on Friday 30 August 2002 (Figure 17). The Honourable Matt Foley MP, Minister for the Arts, was also present. Following the formal speeches and unveiling of a plaque the media and guests inspected the Museum (Figure 18). A “Black Tie” function was held at the Museum on the Friday evening with special guests including the Minister for the Arts, Matt Foley, Bob Scheuber, CEO of QR and Vince O’Rourke, the previous CEO of QR.

Over 3000 workshops staff, past and present attended a second opening ceremony held on the following day Saturday 31 August before the Museum officially opened its doors to the public for the first time on Sunday 1 September 2002 (Figure 19).

It is not just about trains, its more about the impact that rail has had on all our lives.

Andrew Moritz – Director, The Workshops Rail Museum.



FIG. 17. The Hon Peter Beattie makes a speech during the Museum opening. Image courtesy D. J. Mewes.



FIG. 18. Plaque commemorating the Museum opening. Image courtesy D. J. Mewes.



FIG. 19. Front entry to the Museum. Photo D. J. Mewes.

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