

### Chapter 3

#### Extension 328: Sketches of their 'Working Lives'



*Main whistle on Powerhouse building, 2009.*

*Source: Author's image.*

For those employed behind the ‘tin fence’<sup>156</sup> of the North Ipswich Railway Workshops their working day began with the 7.15 am and ended with the 4.15 pm main whistle sound. The daily management and operations of the Dining Hall were finely tuned to the railway workshop’s system of regulatory whistles. Throughout each era of the Dining Hall’s operations, it had been kept running by a select band of QR and Catering Staff employees who also organised their ‘working lives’ and divided their daily activities by the sounds of the Workshop’s whistles.

The following chapter presents the day to day activities of the Dining Hall through sketches of the ‘working lives’ of these employees. It represents two decades from the 1960’s to the 1980’s tracing the experiences of their working day. During this time approximately 1,000 railway workers were employed daily on site.<sup>157</sup> Sketches of the Dining Hall’s history are presented from stories of the daily activities and experiences of employees who served the railway workers. Their working day is conveyed by an interpretation of selected oral history accounts and Committee meeting entries so as to provide insight into the daily management and operations of the Dining Hall. This chapter illustrates how this select band of workers provided an essential function which connected their working lives to the day of the railway workers on this site.

The roles of workers in the Dining Hall had duties which kept time to the day to day work load of the Dining Hall’s operations. Catering Staff numbers were at a minimum—four to six—and always female. Catering Staff consisted of a Supervisor, Cook and two Assistants. They maintained the two areas of catering for the Dining Room and Canteen and served in the trading section. Catering Staff were employed by the Committee under a unique Dining Hall Award formed for the Ipswich Railway Workshops.<sup>158</sup>

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<sup>156</sup> Barry Gratton, Interview June 22, 2009.

<sup>157</sup> Barry Gratton, Interview June 22, 2009; and Wilma Sichter, Interview June 29, 2009.

<sup>158</sup> Industrial Court of Queensland, Queensland Government Gazette: 1423 no. 135, May 27, 1946.

The Labourer, other than his set tasks assisted where required in the running of the Dining Hall and remained a QR employee. Members of the Committee had selected duties in the Dining Hall and at least one or two of the members served in the Canteen during the breaks. They remained QR employees and were allocated time from their positions in their Trade Workshops to fulfill their tasks. The manager had a full time role as Overseer of the Dining Hall. Runners conveyed orders for food from their different Trade Workshops to the Dining Hall.

The Dining Hall was open all day. Runners or Patrons were to order at set times. If something was forgotten by the runners they rang extension 328 to speak to Catering Staff. Rail worker Barry Dallinger remembered stopping off at the Canteen as part of the workday ritual.

You would come through of a morning get your lotto, paper or whatever, have breakfast. You would order your meal for the next day. If you wanted roast beef and veges, ... [some] used to come up for a meal every day.<sup>159</sup>

During lunch breaks diners essentially met together every day. The familiarity of the routine and the faces which sat across from each other became part of a lunch time ritual for the railway workers. The Catering Staff and Railway Workers were on a first name basis—Ken Farquhar and Barry Dallinger became so familiar with the eating habits of another diner they could tell in which order the railway worker ate the food from his plate.<sup>160</sup> The workers' association with the lunch time rush for food at the Dining Hall has featured as one of the many humorous cartoon illustrations drawn and displayed by the various artists from the Trade Workshops. (See Image 21).<sup>161</sup>

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<sup>159</sup> Barry Dallinger, Interview June 26, 2009. During the later years of the Dining Hall's operations breakfast and take home meals were catered to by the Catering staff.

<sup>160</sup> Barry Dallinger, Interview June 26, 2009; and Kenneth Farquhar, Interview, July 10, 2009.

<sup>161</sup> Barry Dallinger, Interview June 26, 2009.



*Image 21: A 2009 illustration of one of the many worker's drawings that were common in the Trade Workshops. This one signifies the Boilermaker Trade with 'being the first one there at lunch time at the Canteen and they were always looking for overtime'. Source: Barry Dallinger, Interview 26, 2009. Author's image.*

The Dining Hall Catering Staff worked to a tight schedule which meant they “basically watched the clock the whole day” in order to provide lunch time service for rail workers.<sup>162</sup> The timing needed for the organisation of its operations, for the supply of food, has been likened to the planning necessary for the breakfast provided at a wedding reception.<sup>163</sup> Bette Habben agreed “that’s a way of saying how busy it was, but this was every day”.<sup>164</sup> Val Neuendorff remembered that “most days there would have been 100 odd meals, between the 50 to 60 out there [dining room] and then the 50 to 60 that used to go down to the [work]shops”.

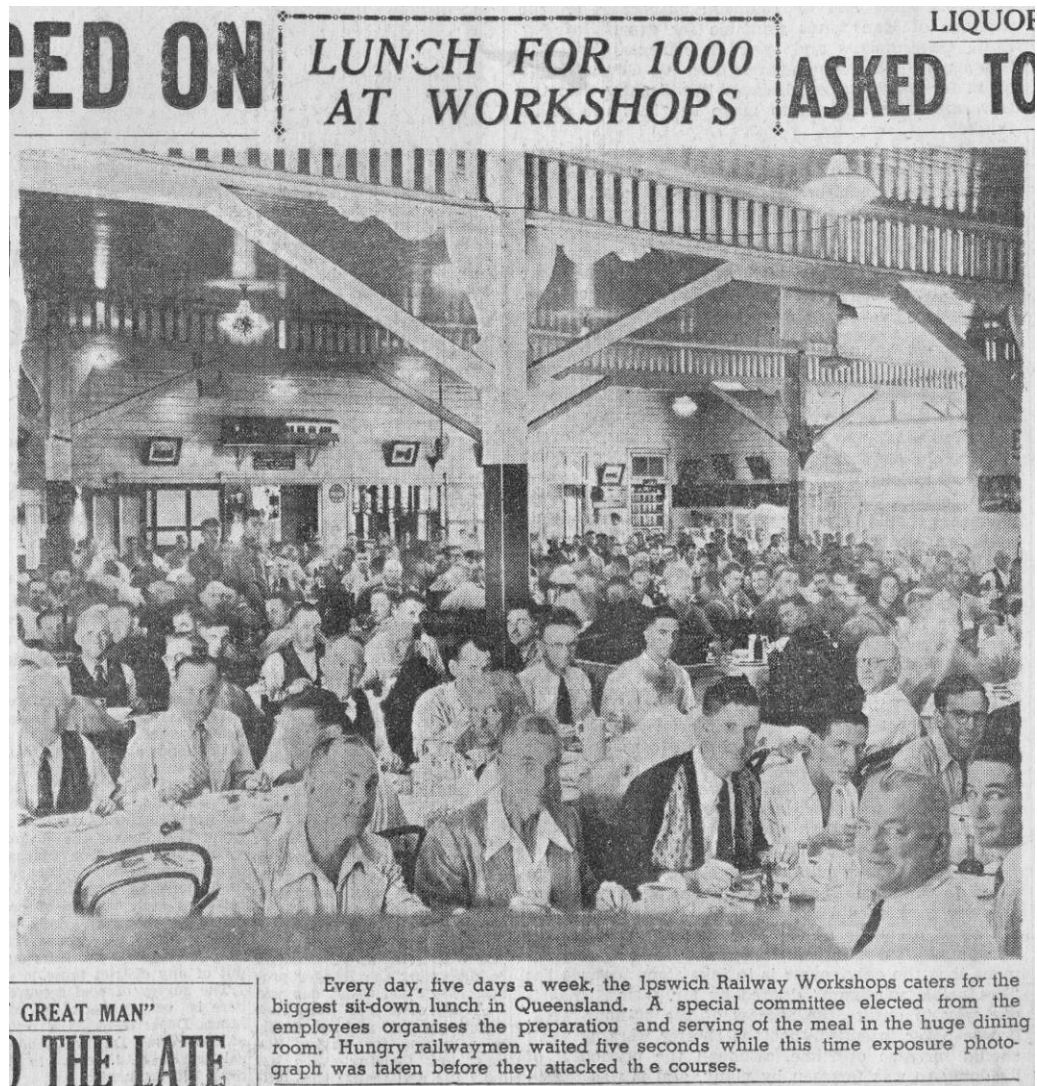
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<sup>162</sup> Val Neuendorff, Interview June 29, 2009.

<sup>163</sup> William McCrea, Interview June 10, 2009.

<sup>164</sup> Bette Habben, Interview June 29, 2009.

The meal rush meant the Catering Staff would have to “go like hell” to have all the meals and food prepared ready for the Diners, Canteen Patrons and Runners.<sup>165</sup> The half an hour lunch break meant railway workers had to “race up and they’d get their meals in the time they had” (See Image 22).<sup>166</sup>



*Image 22: The lunchtime meal rush in the Dining room and a view of the interior of the Dining Hall, 1952. Note the decorative framed pictures of the walls and woodwork, ceiling panelling.  
Source: Queensland Times, “Lunch for 1000 at Workshops,” April 23, 1952.*

Lizzie Johns remembered her first day. “There were all these guys running and I was sure I would make a mistake. ... I don’t think anyone could believe what it was like until they were actually there”.<sup>167</sup>

<sup>165</sup> Val Neuendorff, Interview, June 29, 2009.

<sup>166</sup> Bette Habben, Interview, June 29, 2009.

<sup>167</sup> TWRM Subject Files: Lizzie Johns, Canteen: 241, October 28, 2002.

For the men this did not leave much time for them to thoroughly wash before making it to the Dining Room. When the men came and sat at their seat at the tables, “they were pretty grubby looking, because the grease and everything was still there”.<sup>168</sup>

Barry Gratton remembered seeing the remaining signifiers of traditions of the previous heyday era of the Dining Hall. He would “walk in with his overalls and sit down at a starched table cloth to a three course meal for something like two shillings and then away you would go”.<sup>169</sup> Old framed photographs displaying a different era of the Dining Room’s history were on the walls (See Image 22).<sup>170</sup> The images portrayed a different way of life, one of “starched linen tablecloths and silverware”, where tables were served by about 30 Catering Staff in “uniforms and aprons, and 15 blokes” who were the Committee “all rigid” in their pose for the camera (See Image 23).<sup>171</sup>



*Image 23: 1950's portrait of Dining Hall Staff and Committee members.*

*Source: TWRM Archives PD581 "Dining Staff and Committee Men September 1, 1950". Image courtesy of TWRM Archives.*

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<sup>168</sup> Wilma Sichter, Interview June 29, 2009.

<sup>169</sup> Barry Gratton, Interview June 22, 2009.

<sup>170</sup> Barry Gratton, Interview June 22, 2009; and Barry Dallinger and Ken Jeffrey, Interviews June 26, 2009.

<sup>171</sup> Barry Gratton, Interview June 22, 2009.

During the Dining Room's heyday era the men's work-stained overalls and the white starched tablecloths of previous decades would have made a considerable contrast.<sup>172</sup> Rows of tables, lined with 300 to 1,000 or more crowded diners elbow to elbow of previous decades. The noise created by the lunch time push to eat and get back to work and the business of the waitresses moving to serve the courses created an almost frantic pace to lunch time meals in the Dining Room.<sup>173</sup>

During the 1960's to the end of the 1980's Diner's numbers became smaller. The meal prices changed to dollars and cents. The Canteen Staff no longer wore uniforms but 'some still wore an apron to protect their clothes' and for a certain number of years when the silver cutlery was still being used, the Silvo came out "every Friday" to polish the cutlery.<sup>174</sup> And though the 'plastic tablecloths distinguished a different dining era from the years of the starched linen tablecloths' the rail worker's overalls were still grubby. The hall's floor still "had to be washed, and the whole lot, mopped every Friday".<sup>175</sup> The Catering Staff still had to be, at the ready, to serve the lunch time rush when the whistle sounded.

Except for when a bain marie style, fast food concept of service was introduced in the early 1980's, the Diners experience was basically the same as from the beginning of operations of the Dining Room.<sup>176</sup> Once the Diners had secured their allocated place at a table that was where they sat and ate their daily lunch. If you were a new Diner and not certain where you were to sit, "You'd be shown."<sup>177</sup> An A5 size menu would be left at each table for each man to tick their choices. There were ten Diners to a table. According to seating numbers, the meals the men ticked from that day's menu would be provided for them the next day.<sup>178</sup>

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<sup>172</sup> Barry Gratton, Interview June 22, 2009; and Wilma Sichter, Interview June 29, 2009.

<sup>173</sup> See film footage of the Diners and Catering Staff during this meal time rush in the Department of Information Australia, *The New Ipswich: Documentary* directed by Eric Thompson, 1946, DVD Title No 14065, National Film and Sound Archive Australia.

<sup>174</sup> Wilma Sichter, Interview June 29, 2009.

<sup>175</sup> Wilma Sichter, Interview June 29, 2009.

<sup>176</sup> TWRM Archives: 2/7/4, "Railway Canteen, (date unknown circa 1982)," Dining Room 1969 to 1984.

<sup>177</sup> Wilma Sichter, Interview, June 29, 2009.

<sup>178</sup> Wilma Sichter Interview June 29, 2009.



Some paid that day, but there was also a system whereby meals could be booked up with the intention of their account being paid next pay day.<sup>179</sup>

Their tables were provided with two large pots of soup and teapots from which they served themselves. It was a standard two choice menu of soup, a hot meal and dessert to choose from. The tables were set with two jugs of water, a large pot of soup, and teapots and sugar bowls. The place settings for each Diner were set with a cup and saucer, a main's knife and fork, bread and butter plate and knife, two bowls and two spoons for soup and sweets, and a cup.<sup>180</sup> The catering staff served each table's meal order from "big hot boxes" which were a style of warming oven in the main dining area. Each plate had a stainless steel cover and was kept in the hot box which had "three trays at the top and three trays at the bottom." The Catering Staff had three minutes between the two lunch time whistles to match the meals to that table's order.<sup>181</sup> Some of the Catering Staff had worked out a code with "the puddings spoon and fork in a certain way so you would know what meal they had ordered".<sup>182</sup> They carried four meals to a tray and removed the hot plate covers so that by the time the railway workers came and sat down their meals and their desserts were at their allotted seat ready for them. They would "let the men have their meal and as soon as they'd gone, you'd wipe the table and then, out the back to the kitchen to do the washing up".<sup>183</sup> The Catering Staff had the day's routine down to a finely timed schedule.

The meal price over these years ranged from two shillings to 50 cents to \$1.50 to \$2.00 in 1981, to \$2.50 in 1982.<sup>184</sup> Donald Hepburn had been a regular Diner, on and off, over the years of his employment with QR, and like many, he had eaten in the Dining Room during his apprenticeship.<sup>185</sup>

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<sup>179</sup> Barry Gratton, Interview, June 22, 2009.

<sup>180</sup> Marie Bill, Interview May 20, 2009; Wilma Sichter, Interview June 29, 2009.

<sup>181</sup> Wilma Sichter, Interview June 29, 2009.

<sup>182</sup> TWRM Subject Files: Lizzie Johns, Canteen: 241, October 28, 2002.

<sup>183</sup> Wilma Sichter, Interview June 29, 2009.

<sup>184</sup> Barry Gratton, Interview June 22, 2009; Wilma Sichter, Interview June 29, 2009; Donald Hepburn, Interview July 10, 2009; and TWRM Archives: 2/7/2, Meeting Book 1981 to 1984.

<sup>185</sup> Donald Hepburn, Interview July 10, 2009; and Jeffrey Walker, Interview July 1, 2009.



Hepburn could not “figure out why a lot more didn’t eat up there, because the meals were very cheap. ...They were very good meals too, because the worker wants something solid, he does not want any rubbish or anything like that”.<sup>186</sup> Wilma Sichter had been on the Catering Staff for 10 years and agreed “the meals were very cheap”. But from a different perspective, “if they went up two shillings, the men would scream and say ‘they’re not worth it’ or something else.” Sichter considered, “two shillings was not much compared to the work we put in to be on time” to have everything done.<sup>187</sup> Except for the times the various price increases attracted complaints from the Diners, the quality of the service and food prepared from the kitchen ensured a line of regular customers waiting for the lunch time meals.

It was noticeable from the stories shared that railway workers from the different Trade Workshops and the apprentices sat together in their groups at the Dining Room. While those from the Trade Workshops made visiting the Canteen facilities a frequent part of their lunch time routines, the office Administration Staff would order and purchase lunch time meals generally on a takeaway basis only.<sup>188</sup> The hierarchical lines of job status were also evidenced with the Catering Staff during their lunch break. They had their break after they had served all the men—including members of the Committee—usually the catering staff ended up with a sandwich or leftovers. There were two reasons given for this. Essentially, they were the last to have their lunch. Also, there was only the quantity of food made for the lunch time orders and the food budget required a fine line and their catering skills provided little wastage.<sup>189</sup>

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<sup>186</sup> Donald Hepburn, Interview July 10, 2009.

<sup>187</sup> Wilma Sichter, Interview June 29, 2009.

<sup>188</sup> Bette Habben, Wilma Sichter and Val Neuendorff, Interviews June 29, 2009; and Jeffrey Walker, Interview July 1, 2009.

<sup>189</sup> Bette Habben, Wilma Sichter and Val Neuendorff, Interviews June 29, 2009.

During their lunch break Catering Staff would work out the lunch time meal orders for the next day. They developed a shorthand 'lettering system' for example corned beef (cb), caesar salad (cs), or ham (h), for tallying the quantities of the particular meals ordered. The Supervisor then calculated what quantities of food produce would be required to be purchased to cover these meals. The ordering was handled by the Committee. They rang the local butcher and fruit shop from up the road and it would be delivered the next day.<sup>190</sup>

In a separate area from the kitchen, in the main Dining Room section of the building, Wilma Sichter worked from an area known as the 'birdcage', due to its confined space and wire mesh enclosure to keep the flies out.<sup>191</sup> (See Diagram 3.) "Buttering the bread was a job and a half" to prepare the day's sandwiches and bread rolls.<sup>192</sup> The area had a table and a sink for washing up. "It had two little windows; one for the bread rolls and one for the sandwiches".

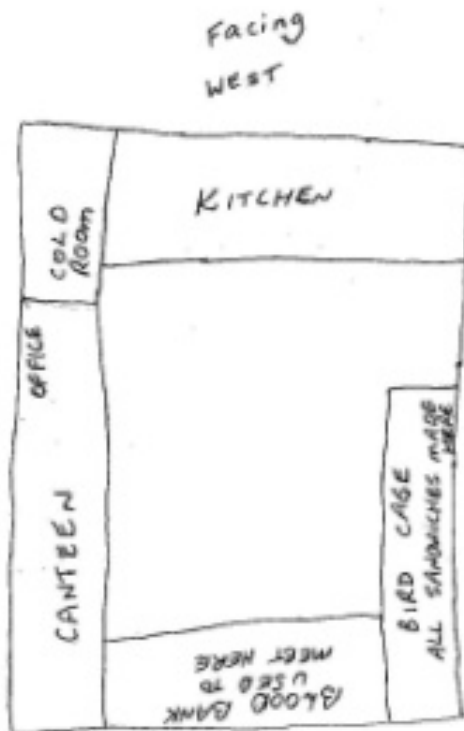


Diagram 3: Interior plan of Dining Hall c.1960's to 1980's.  
Source: Val Neuendorff, 2009.  
Author's image. Used with permission.

<sup>190</sup> Bette Habben, Wilma Sichter and Val Neuendorff, Interviews June 29, 2009.

<sup>191</sup> Bette Habben, Wilma Sichter and Val Neuendorff, Interviews June 29, 2009.

<sup>192</sup> Val Neuendorff, Interview June 29, 2009.

It was an industrial kitchen and everything was big—unless it was an oven, then it was too small—from the copper pots and potato masher to the three washing up troughs which ran part way along the side wall (see image 24). For example the pots for the mushy peas were stirred with a paddle. The meals served were staple meat and vegetables but the menu varied, for instance braised steak or curried sausages. Popular requests were for steak and kidney or fish rissoles, and for dessert, ginger and syrup steamed pudding or creamed rice.<sup>193</sup>

The Catering Staff interviewed had all worked together during the 1970's. In order to meet the deadlines of the day they worked in a spirit of cooperation by assisting each other in their jobs when they had a few minutes to spare. For example, if there were dishes that needed finishing up, the cook “would just jump in and do them”.<sup>194</sup> Each of the Catering Staff knew “there was no leaving it till tomorrow.”<sup>195</sup> In the afternoon, the Catering Staff needed to be ready to finish on time, so as to leave the railyards before the last whistle. “It was too dangerous for the women to be going out when the men were going.”<sup>196</sup> “The men from the Trade Workshops “ran like lunatics” to get out the front gate.<sup>197</sup>



*Image 24: Potato mashing machine of the Dining Hall kitchen. Interviewees recognised this as the potato mashing machine as one which was used by them in the Dining Hall's industrial kitchen. It is currently part of the Trackside Café's equipment 2009. Courtesy of the Trackside Café. Source: Val Neuendorff, used with permission, 2009. Author's image.*

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<sup>193</sup> Bette Habben, Wilma Sichter and Val Neuendorff, Interviews June 29, 2009.

<sup>194</sup> Bette Habben, Wilma Sichter and Val Neuendorff, Interviews June 29, 2009.

<sup>195</sup> Bette Habben, Wilma Sichter and Val Neuendorff, Interviews June 29, 2009.

<sup>196</sup> Wilma Sichter, Interview June 29, 2009.

<sup>197</sup> Bette Habben, Interview June 29, 2009. See Bronwyn Roper's work *Knock-Off Time at the North Ipswich Railway Workshops*, Betty Bell History, 2005 for a fuller description of the afternoon rush out of the gates.

They had 15 minutes to beat the rush. The stories from the Dining Hall Catering Staff revealed a demanding work environment in which they had to create their own systems to meet the schedule of the whistles.

Throughout the years of its operations a Labourer was assigned to particular duties as part of the Dining Hall's operations.<sup>198</sup> His day started at 6.30 am. His set tasks were cleaning, loading and unloading stores. His jobs varied though, from turning on the pie ovens or shifting food stuffs from the cold room in preparation for the kitchen staff or serving in the Canteen. It was his duty to take the potatoes over to the building which housed the potato rumbler so they could have their skins removed, and unload the delivered supplies.<sup>199</sup> The role of the Labourer was important due to the assistance he gave to the many tasks that had to be accomplished throughout the day to keep the kitchen's operations running smoothly.

The responsibility of the Runners was to convey the orders to and from the workers from their particular Trade Workshop to the Catering Staff at the Dining Hall. They picked up orders for the two smokos and lunch time breaks.<sup>200</sup> Various items such as pies, sausage rolls, soup, meals, drinks or cigarettes would be carried in a 'runner's box'. The boxes were numbered. These were made of wood or metal depending on which Trade Workshop the Runner worked in.

They were a tray like, shallow box with a handle and often a strap which went around the back of the neck to assist with carrying and a compartment on the inside to carry the order sheets.<sup>201</sup> (See images 25).

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<sup>198</sup> TWRM Archives: 2/7/4, "Operations of the Ipswich Railway Workshops Dining Hall, July 16, 1984," Dining Room 1969 to 1984.

<sup>199</sup> Ken Jeffrey, Interview, June 26, 2009.

<sup>200</sup> Wilma Sichter, Interview, June 29, 2009.

<sup>201</sup> William McCrea, Interview June 10, 2009; and Barry Gratton and Ken Jeffrey, Interviews June 26, 2009.



*Image 25: Image of a runner box illustrating section for ordering of the menu. These boxes were made by the different Trade Workshops 2009. Source: Author's image.*

The Runners came up to the western side of the Dining Hall building and were served from the half door at the side of the kitchen area. (see images 10a and 10b). The Catering Staff called their number when their order was ready. They were a 'life line' back to the workshops<sup>202</sup> and they 'had a good job'.<sup>203</sup>



*Image 26: Exterior view of stable door c1980's via the western entry to the Dining Hall building. Runners would order and pick up their smoko and lunch time orders from here. On the right is the ledge for resting the runner boxes on. Source: Author's image.*



*Image 27: Current exterior view of stable door. It is part of the outside wall of the verandah of the western side entry to the Trackside Café 2009. Source: Author's image.*

<sup>202</sup> Barry Gratton, Interview, June 22, 2009.

<sup>203</sup> Wilma Sichter, Interview June 29, 2009.

During peak periods the Canteen would be served by a member of the Catering Staff, often assisted by one or two Committee men. The Canteen sold various snack foods or merchandise items. Wednesday, pay day, was the busiest, when it would be “five to six deep all the way along the front counter”.<sup>204</sup> The demand for lollies, cigarettes and tobacco, milkshakes, three scoop ice-creams known as ‘pig buckets’ made it “bedlam” for the staff.<sup>205</sup> One Catering Staff member was assigned to the selling of Golden Casket tickets which had to be sold from a separate table because of the crush of workers wanting to be served.<sup>206</sup> When one meal rush was over the Catering Staff began the preparation for the next round.

These sketches of the ‘working lives’ of the women and men who organised their day to respond to a series of whistles, details a system of work routines which were formed to meet the demands of the ‘working lives’ of the various employees who maintained the operations of the Dining Room and Canteen. Except that it is their particular story, these ‘working lives’ have traced a pattern of the day to day running of the Dining Hall similar to the ones that have worked in the kitchen, served or sat at the tables from previous decades. The Dining Hall was originally built as a fine dining hall for the North Ipswich Railway Workshops. While the Dining Hall operated on site, it is the part of the ‘working lives’ of women and men that came each day, worked their role and then came back to do it all again the next working day that made the Dining Hall significant in the history of these Workshops. Whether it’s the memory of the ice-cream on pay day, the fish rissole on Friday or the size of the washing up tubs, they are all part of an experience shared by a community of workers that met each working day. In the heritage of the site their stories are intangible, but the meaning of their stories is caught and made tangible when they begin to be told.

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<sup>204</sup> Marie Bill, Interview May 20, 2009.

<sup>205</sup> Marie Bill, Interview May 20, 2009; Bette Habben, Wilma Sichter and Val Neuendorff, Interviews, June 29, 2009.

<sup>206</sup> Val Neuendorff, Interview, June 29, 2009.

## Conclusion

It is important to understand how the Dining Hall building's activities provided a distinctly different contribution to the 'working lives' when compared to the activities of the industrialised environment of the Trade Workshops because what was a way of life — is no longer common to this site.

This paper's interpretation of archival documents provide details for an historical view of the building, but more importantly the evidence gained by the interviewees' oral histories has drawn together specific aspects of their 'working lives' to create sketches of the Dining Hall's day to day activities. Their experiences form part of the uniqueness of this building's span of historical associations with the North Ipswich Railway Workshops.

While each of the sketches traces only a small part of the cultural heritage of this building, collectively they make known a story that defines the Dining Hall as a place of significant value in this heritage precinct.



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## **List of Interviewees and Relevant Roles**

**Marie Bill**, Dining Hall employee: Canteen and Dining Room Staff.

**Barry Dallinger**, QR employee: Blacksmith, Diner and Runner.

**Gordon Federer**, QR employee: Carriage Builder Trades Person, Union Delegate.

**Kenneth Farquhar**, QR employee: Blacksmith Trades person. Ken built the existing Rostrum.

**Barry Gratton**, QR employee: Sheetmetal Trades person. Diner and Manager, Secretary, Treasurer, and Trustee of the Dining Hall for approximately 10 years from around 1979 to 1989.

**Bette Habben**, Dining Hall employee: Supervisor of Staff.

**Donald Hepburn**, QR employee: Boilermaker Trades person. Diner during Apprenticeship and Trade work.

**Ken Jeffrey**, QR employee: Runner, and Labourer for the Dining Hall.

**William McCrea**, QR employee: Carriage Builder Trades person and Union Delegate.

**Val Neuendorff**, Dining Hall employee: Head Cook.

**Wilma Sichter**, Dining Hall employee: Canteen and 'Bird Cage' Staff.

**Jeffrey Walker**, QR employee: Diner during Apprenticeship, Master Scheduler.

## Appendix A

Factors relating to Employment Numbers of North Ipswich Railway Workshops 1914-1996.

1914-1918	World War I.
1920's	Building program for additions and extensions.
1925	The introduction of the 44 hour working week.
1930's	The Great Depression. Changes in rail design and manufacture. Building program for additions and extensions.
1939-1945	During World War II, Ipswich and Rockhampton Workshops were called to undertake an increased workload for the Australian Government Department of Defence. The Railway's production and demand on their workforce in the construction and the repair of locomotives, carriages and wagons meant the workforce of the Ipswich Workshops was servicing domestic operations and the industry created to contribute to the war effort. During this period, additional building programs were undertaken, such as the Tool and Gauge Shop, to accommodate the Ipswich Workshops war effort.
1946	The modernisation change from steam to diesel.
1948	The introduction of the 40 hour week.
Early 1950's	Modernisation of QR fleet.
1958	Redbank Railway Workshops opened as a rail centre for diesel locomotives.
1970's	The end of the steam era and the beginning of the electrification of railway lines in the Brisbane region. Ipswich Workshops was part of a modernisation of QR workshops. As the Redbank Railway Workshops increased its operations the downsizing of Ipswich Railway Workshops operations and workforce continued.

1980's	Planning was underway for an extensive redevelopment of the Ipswich Workshops which included the engagement of image rehabilitation officers on site at Ipswich Workshops.
1988-1989	Ipswich Workshops underwent a downsizing of workforce as production operations shifted from the site.
1992-1995	Ipswich Workshops moved from being one of five QR's major operational centres as part of the Workshops group to its exit from QR's Centres of Excellence.
From 1995	Ipswich Workshops moved through a transition period to its current operational role of maintaining QR heritage fleet.

Source: TWRM Archive: QR Annual Reports, Summary taken from the Commissioner for Railways Annual Reports, 1914 to 1996.

## Appendix B

### Trading Figures of Dining Room and Canteen 1947-1953

Year	Dining Wages £sd	Canteen Wages £sd	Dining Sales £sd	Dining Stock £sd	Canteen Sales £sd	Canteen Stock £sd
1947	2028.5.1	200.0.0	4549.16.0	154.7.2	11053.16.5	291.12.6
1948	2000.0.0	131.17.4	4348.19.7	144.5.11	10051.13.0	324.17.6
*1949	2400.0.0	113.16.3	5485.6.0	278.7.3	10973.0.3	482.0.5
*1950	2585.0.0	206.6.1	6256.7.0	402.9.2	15852.10.6	438.2.5
1951	Record Missing					
*1952	3646.9.3	429.2.3	8821.16.10	523.5.8	19785.14.2	1952.17.3
*1953	3996.11.3 #207.12.6	566.3.1	11164.2.5	314.7.0	22522.1.9	1337.4.1

\*General Profit and Loss Account Figures

# Casual Wages

Annual Report and Financial Statement of the Ipswich Railway Dining Hall Committee. Showing comparison of wages for Dining Room and Canteen Staff, and Profit and Loss Amounts for the Dining Room and Canteen Trading Accounts from 1947 to 1953.

Source: TWRM Archives: 2/7/7, "Years 1947 to 1953," Annual Report and Financial Statement of the Ipswich Railway Dining Hall Committee, 1946-1960.

## Appendix C

Profit and Loss Trading for Dining Room, Canteen and Golden Casket 1947-1953.

Year	Dining Profit/Loss £sd	Canteen Profit/Loss £sd	Golden Casket £sd
1947	+1064.6.4 *-1000.3.2	+1089.18.10	
1948	+1435.15.4 - 565.6.2	+700.3.10	+222.15.2
*1949	*-1223.9.5	*+1185.1.1	*+334.14.9
*1950	*-1534.17.4	*+2569.2.6	*+349.2.2
1951	Record Missing		
*1952	*-4067.19.1	*+4115.18.11	*+414.14.6
*1953	*-3269.3.9	*+1610.9.7	*+516.2.10

\*General Profit and Loss Account Figures

Annual Report and Financial Statement of the Ipswich Railway Dining Hall Committee. Showing Profit and Loss Amounts from the Dining Room, Canteen Trading and Golden Casket Accounts from 1947 to 1953.

Source: TWRM Archives: 2/7/7, "Years 1947 to 1953," Annual Report and Financial Statement of the Ipswich Railway Dining Hall Committee, 1946-1960.