

ARCHER PARK

RAIL MUSEUM



HOME OF THE PURREY STEAM TRAM

A self guided tour around a selection of exhibits at the Archer Park Rail Museum.

Archer Park Station

Archer Park station was originally opened for rail traffic in December 1889. The heritage-listed station is now owned and operated by Rockhampton Regional Council, and has been run as a rail museum since 1999.

When the station was built, Rockhampton had two main railway stations - Stanley Street and Archer Park. For a time, Archer Park surpassed Stanley Street as the most utilised station. Before most families had their own car,

Archer Park provided the departure point for seaside excursions to Yeppoon and Emu Park. As steam began to be replaced by diesel, the increased haulage capacity of diesel meant that trains could be longer. Archer Park Station's platform wasn't long enough to accommodate the newer longer trains, and Stanley Street became the main Rockhampton station. Archer Park closed as a railway station in 1970.

The Purrey Steam Tram

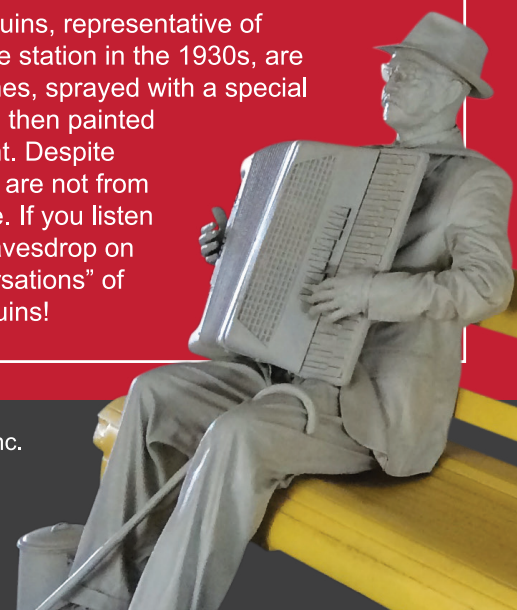
One of the station's most popular exhibits is the Purrey Steam Tram. This Purrey tram is the only surviving working example in the world. Built in

Bordeaux, France, a fleet of nine trams and six trailers made up Rockhampton's original public transport system. The trams ran from 1909 to 1939 (see route map in the Tram Room at the station). In that time the trams

ran 4,526,932 miles, and transported 40,514,933 passengers. Our tram was painstakingly rebuilt by Rockhampton City Council workers at the Rockhampton Bus Depot and was officially commissioned in June 1988.

On the Platform

Our station mannequins, representative of people who used the station in the 1930s, are made with real clothes, sprayed with a special hardening resin and then painted with a car body paint. Despite looking similar, they are not from Expo 88 in Brisbane. If you listen carefully you can eavesdrop on some of the "conversations" of our station mannequins!



Managed by Friends of Archer Park Station & Steam Tram Museum Inc.
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This project received assistance from Rockhampton Regional Council's Community Assistance Program.

AROUND THE STATION



Rail Communications

Children are welcome to use the two 1920s telephones, one in the Station Master's office and the other in the signal box. Or the more adventurous can tap out a message on the Morse Code keys (please tap lightly). You can also pull No.19 signal lever to raise or lower the red and white signal down the track between the station and Archer Street.



Refreshment Rooms

The restored piano in the Refreshment Room was originally built in 1863 in England and restored by Terry Kirwan of Rockhampton in 2000. The music you hear was played on this piano by Kev Doyle, a well known pianist in Rockhampton. On the walls around the Refreshment Room are photos and stories of locals who were involved with Archer Park Station over the years.



If you have any questions, our knowledgeable staff and volunteers will be only too pleased to hear from you!

Sleeping Car JCS 1007

This carriage is on loan to Archer Park Rail Museum from a private rail enthusiast. This coach was built in Ipswich in 1921 and saw extensive service between Brisbane and Cairns, passing through Archer Park on its way. Later in its life, JCS 1007 was placed into the train that ran from Brisbane to Dirranbandi.



Special Car 434

Special Car 434 is on loan to Archer Park by Queensland Rail. This car was the personal carriage of the General Manager of the Central Queensland Railway District. The carriage was built in Ipswich in 1903 as Sleeping Car No.360 and was converted to the Special Coach in 1939/1940 and renumbered No. 434.



Brown Bomber - C17 988

Built in Maryborough in the 1950s, this C17 Class 4-8-0 locomotive spent some of its years after being decommissioned on display at Movie World on the Gold Coast. The C17 series was so successful that its design continued from the 1920s to the 1950s. Lighter than some locos of the period the C17s were used throughout Queensland to haul mail, passengers and other goods. The last of the C17 engines were nicknamed "Brown Bombers" after their distinctive livery and in reference to world champion boxer Joe Louis who was also known as "the Brown Bomber".



Billard Locotractor No. 11E2

Contrary to appearances, this yellow locotractor was not used as a sugar cane loco. It was built in Tours, France, in 1948 as a mining engine and was used by a French Company on mining and dam projects around Australia. This loco is used as the shunt engine for the Purrey Steam Tram.

