



Teas / coffee Museum and model railway display depicting Collie as it was in 1877.

We also have a library which houses donated books, magazines and information on rail life.

The second side room is our “office” and storage area.

The unique thing about our station is that other than the concrete pad, plumbing, electricians and the erection of all the steel, it was built by volunteers. These people worked 7 days a week for 10 months to complete the project.

Along with Pre-apprentices from Bunbury TAFE who built the back veranda and Work for the Dole who built the chimney. This was a tremendous effort by all.

The station is now open 5 days a week still run by volunteers.

We now serve light lunches, morning and afternoon teas and coffee along with home made scones.

We cater for tourists coaches which include a tour of the historic Anglican church which houses a mural by the world famous artist Philip Goatcher.

We import and retail a range of hand carved figurines made out of coal. We also have tourist novelties specifically designed for Collie, designed by our volunteers.

We have a 7 metre x 3 metre model railway which is interactive and usable by both young and old.

This project was undertaken and completed against all odds and is now the centre pin of Collie’s future tourist industry.

Some of our older volunteers have passed on and we wish to acknowledge their contributions to this project.

We have a list of personnel that worked on the railway in the Collie region, we hope to compile a complete list that we can in the next few years display in the museum. If you or anyone you know worked in this area and had any connection with the railway, please contact us and we will ensure your names will be included on the list. This list is for ALL people employed on the railway in the area whether they have passed on to us or are still with us.

We hope you have enjoyed your visit to our station, if you have any memorabilia that you would consider passing on to us we would be grateful.

Thank you for visiting us if you know anyone that would like information on our project please pass on our details.

COLLIE RAILWAY STATION GROUP INC

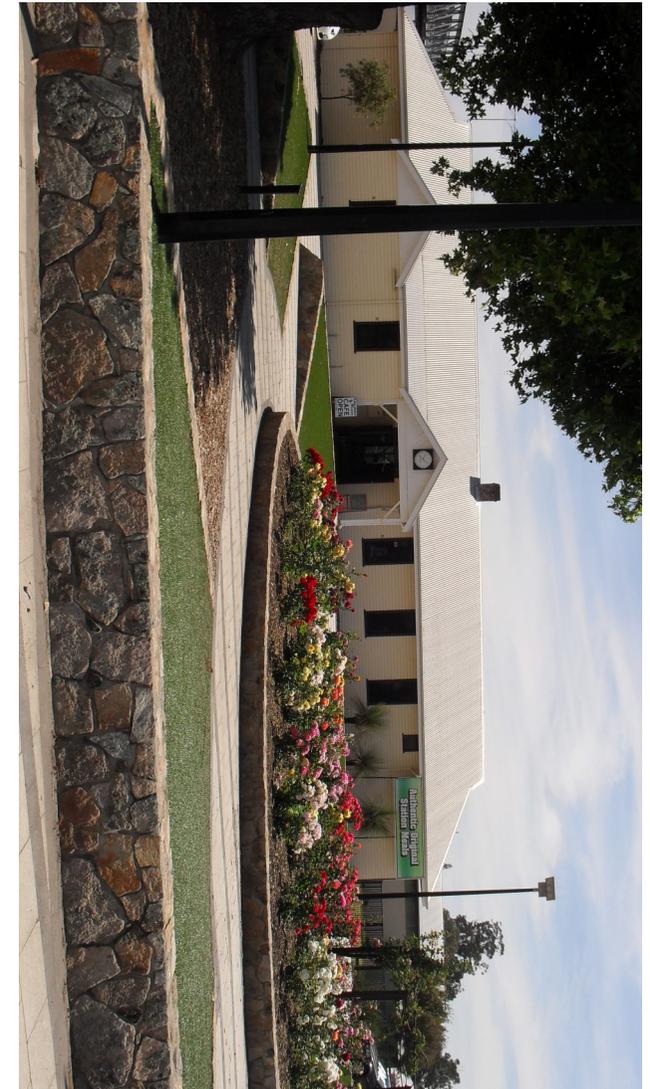
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The rebuilding of the Collie Railway Station 2003-2004





The original Collie Railway Station was opened on 1/07/1898. It was demolished in 1977.

During its working life it was the HUB of Collie life. 12 secs of tracks were in the centre of town which catered for passengers to and from Perth via Brunswick Junction. Passengers to and from Cardiff and Darkan as well as all the freight and of course the coal and timber traffic.

Collie was the largest Rail Centre outside Fremantle.

In 1996 a group of volunteers took on the task of renovating the 100 year old building that is heritage listed goods shed, this shed had been designed by C.Y. O'Connor. The structure was in a dilapidated state and took 3 years to renovate. In 1999 the volunteers discussed the probability of Re-building the Station.

The usual disputes took place but finally the decision became clear cut when the vice-president of the group made the Public statement that he and the committee wanted nothing to do with the station project.

The Collie Railway Station Group was formed in 1999. This group was made up of members of the original renovating group and new interested volunteers.

The use of the original station was at this stage only vacant land (not even one peg was left to mark where the station had been).

Partial plans were obtained from "West Rail" but no original plans were available.

The Collie Railway Station Group Inc pushed ahead with the idea of rebuilding the station with outside of the building so be as close as possible to the original but once the interior to be usable and viable at today's standards.

A small craft shop was opened and run by our volunteers as a means of:

- Fundraising
- Public Relations
- A meeting and social gathering place for our members.

The Collie Shire Council was persuaded to take a lease on the land that the old station once stood on. This land was then sub let to our group. (The land has since been returned to the Shire Council).

4 years of P.R. work, grant applications, fund raising and information gathering followed. On the 20 of May 2003 the builder license was presented to our group. But before that could happen the committee had to overcome many obstacles.

The Sire Council put every possible objection in the way of our plans, even to the point of endeavouring to have the Government Grants stopped. The most memorable idea that one of the counselors came up with was the insistence that the original tradesman be used to build the new station.

Please note the Original station was completed in 1898 this was now 1999-2000.

This just shows some of the objections that we had to deal with.

Grants from both state and federal governments, the mining industry, trades people, local retailers and foundation sponsors meant that the building commenced in 2001.

The new building is used in exactly the same position as the original with the exterior.....also being the same. The frame work is now of steel as apposed to timber. The weatherboards are seasoned jarrah which is also the same material as the original. The one difference is that the double door exit onto the platform area is now a single door. (The main entrance is still a double door). The new building laws state.....double door is to be put in each room...and so the architect, because of the design of the interior, had to make the choice of putting an extra double door out onto the verandah or resting one single door. This left us with the same number of doors and windows as the original. All the windows and doors were custom made in seasoned jarrah to the original design.

The interior of the original station was made up of 10 or 12 small rooms (the interior partitions seem to have been moved to suit the need of the particular day).

Because we were building a new building we had to include modern toilets including a user-friendly toilet for the disabled. It was also decided that the interior should also include a modern kitchen.

The end result is as you see it today. Toilets, Kitchen, 3 main rooms housing a dining area, craft and novelties.