

After recent discussions regarding the Large Erecting Workshop and the Minister for Transport on 2GB claiming there is nothing that could be done because Locomotive 3801 was privately owned begs the question and perhaps the honesty of this red herring.

- The locomotive is not the Large Erecting Workshop.
- A belief that heritage rail excursions will be economically unfeasible because of the lack of access to Sydney. The Sydney market should be able to be accessed by all rail heritage groups
- The extra 140 kms of travel required will be added to every ones fare including extra shifts for crews
- The extra 140 kms of travel will be added to the wear and tear of the heritage fleet
- There will be a loss of skills
- There will be a loss of volunteer ownership and goodwill of the thousands of hours of caring for a State owned collection
- Removing its last and final link with this great tradition by the lack of any long-term vision will diminish the significance of Eveleigh.

Now about the ownership please see below the letter from RTM to the Australian Federated Union of Locomotive Enginemen state categorically that it is owned by the NSW Government.

LARGE ERECTING WORKSHOP IS NOT FOR SALE

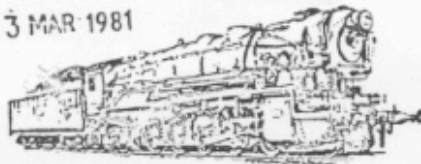
Save the Large Erecting Workshop with Steam, with Skills and for all of NSW to enjoy.

Minister of Transport

Please release the O'Rourke enquiry findings that you wrote us claiming this to be a fair independent review of the future management for the locomotive, the Crown Solicitors advice that you referred to on 30/10/06 so we can all see and then we will believe you and your colleagues the Minister for Planning and the Premier.

Thankyou and Regards
Friends of Eveleigh

23 MAR 1981



New South Wales Rail Transport Museum

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In Reply Please Quote K. McKinnon

12th March, 1981.

Mr. B. J. Willingale,
Divisional Secretary,
Australian Federated Union of Locomotive Enginemen,
126 Chalmers Street,
SURRY HILLS. 2010.

Restoration of 3801

Dear Sir,

I apologise for the delay in responding to your latest letter on this subject but we have been carefully considering the points made by you in earlier correspondence. During these deliberations the point arose that while we have been deeded custody of 3801 the State Rail Authority retain ownership so that any proposal such as yours must involve the State Rail Authority.

Accordingly I suggest that your proposals be directed to Mr. Geoff Callingham, Deputy Chief Operations Manager, State Rail Authority. I have taken the liberty of briefing Mr. Callingham on this matter so he would be aware of the general background on receipt of your correspondence.

While we would be more than happy to see 3801 return to service our first duty as a Museum is to ensure that this, or any, locomotive is preserved for all the people of New South Wales and not just an individual group. However, should it be feasible to return 3801 to running order I am sure that agreement could be reached between the State Rail Authority, The A.F.U.L.E. and ourselves on its restoration, use, maintenance, stabling etc.

We are only too happy to participate in any meetings or further planning on this subject.

Yours faithfully,
N.S.W. Rail Transport Museum

Per: McKinnon

K. McKinnon
Honorary Secretary.