



Friends of Eveleigh

NEWSLETTER EDITION : FEBRUARY 2007

At correspondence to:
The Secretary, FOC, PO Box 381 Belconnen West NSW 2065

THIS IS THE LARGE ERECTING SHOP AT EVELEIGH



This is where The Premier, The Minister for Transport and RailCorp and its Office of Rail Heritage have said that important heritage rail carriages must be removed from - a secure undercover heritage railway building enclosed with a razor topped fence and security overload. Yes, the Large Erecting Shop at Eveleigh. Again, do these people really care, or are there alternate motives? The Rail Transport Museum on Monday 5th

Not Happy? HAVE YOUR SAY

FAX OR EMAIL DIRECT

The Premier
Fax: (02) 9228 3334
or email: thepremier@www.nsw.gov.au

The Transport Minister
Fax: (02) 9228 4635
or email: dp.office@webmail.railheritagenew.gov.au

The Minister for Federal Water
Fax: (02) 9228 4711
or email: office@author.minister.nsw.gov.au

Friends of Eveleigh

Committed to saving the great Eveleigh Railway Workshop
The starting point when telling the story of the NSW Government Railway

outcome. It should be noted that the State Government has not been asked by the National Heritage body for comment on the application (The Large Erecting Shop at Eveleigh, Locomotive Street, Eveleigh, NSW - Place ID 105345, Place File

No. 1/12/003/0016, and have arrogantly replied with this action. Why won't the Lemna Government stop all removal of heritage items from the Large Erecting Shop while this National Heritage Listing nomination is being evaluated.

TREE CHANGE - THIS IS THE ANSWER FROM THOSE IN CHARGE OF OUR HERITAGE



Three of the Heritage Carriages removed and now stored at Thimeroo (20.01.07). Out in the open and exposed to the elements.



This is where The Premier, The Minister for Transport and RailCorp and its Office of Rail Heritage have said that our heritage rail carriages must be stored. They were warned about the lack of undercover and secure storage and they have all failed to act. Do they really care or don't they know any better? And security? On Thursday 19th January the fence was breached and the Southern Aurora set was graffitied. On Sunday 21st January, early arrivals saw children climbing all over locomotive 3801 in an area that should have been under OH&S security. In the week starting 11th February another two heritage carriages are destined for the same location.

THE VINCE O'ROURKE REPORT

See over the page for FOE's reply.
If you wish to view the full O'Rourke Report refer, not to the RailCorp website, but to the Rail Transport Museum's website.

LISTING APPLICATION ACCEPTED

On October 19, 2006 the Federal Government's Dept. of Environment & Heritage accepted a nomination for the National Heritage Listing - The Large Erecting Shop Eveleigh, Locomotive Street, Eveleigh, NSW - Place ID 105345, Place File No. 1/12/003/0016. This nomination was submitted by the Friends of Eveleigh.
SEE www.doh.gov.au/cgi-bin/whlsearch.pl

If you would like to be on our email list for future news please email foe@foe.org.au



THE O'ROURKE COMMITTEE FINDINGS

WAS THIS THE FINDING THAT RAILCORP WANTED. THERE WAS NO FANFARE ANNOUNCEMENT FROM THE MINISTER, NO PRESS RELEASE - SO WHAT IS WRONG

It is now three months since the O'Rourke Report - the answer to all rail heritage problems was released. Did RailCorp get the wrong answers because to date the silence is deafening from The Minister, RailCorp and its Office of Rail Heritage.

The O'Rourke Report states "The Large Erecting Shop was not figured in the Advisory Group's recommendations."

however a number of references were made and inspections carried out. Why? And was information supplied to the group a true account of the situation?

If you wish to view the full O'Rourke Report don't look on the RailCorp website, look on the Rail Transport Museum's website.

FOE has made a detailed assessment of the O'Rourke Report and this is our findings on statements regarding the Large Erecting Shop and those who occupy it, even though "The Large Erecting Shop has not figured in the Advisory Group's recommendations."

"The future of the Large Erecting Shop, is dependent upon the outcome of the strategic study underway to identify the RailCorp operating railway requirements for the whole of the South Eveleigh site. Any surplus lands will subsequently be vested

Friends of Eveleigh Committed to saving the great Eveleigh Railway Workshop

The starting point when telling the story of the NSW Government Railway

to the Northern Waterco Authority, consistent with Government's policy.

"Large Erecting Shop base needs upgrading and does not have lifting (crane) capability."

The reference to 'lifting (crane) capability' is inaccurate. There are at least 4 large overhead gantry cranes in place that were used in the restoration of 3830. RailCorp has used the building condition to eliminate any chance of licensing these cranes. Operators have stated that they are still willing to use these cranes.

It has always been FOE's view that the Large Erecting Shop at Eveleigh should be used as a working museum and a base for heritage restoration because of its equipment, its availability to skilled restorers and its access to tourist and rail tour departure points. Although the use of Eveleigh will never be considered by RailCorp or this Government because of their perceived view of structural faults with the building, it is their failure and mismanagement of the maintenance of this heritage building that has caused these minor structural problems.

The O'Rourke report says "consideration needs to be given to accessing layover facilities in the metropolitan mainline network". Eveleigh is the only suitable place available.

"Volunteer and Staffing Challenges: There is a broader challenge of the rail heritage industry attracting and retaining volunteers in its own right and in competition with other not-for-profit causes ventures. RTM and 3801 Ltd have relatively static volunteer groups; again a more sophisticated approach to recruitment and retention of volunteers is integral to

sustainable rail heritage operations in the future. A current feature of the rail heritage industry is the declining levels and aging of staff with relevant skills and experience. There is an urgent need for the transfer of specific rail heritage related skills from older to younger staff.

What is the Office of Rail Heritage's answer? Remove from 3801 most of the luxury carriages painstakingly restored by 3801 Limited's volunteers and give them to the RTM. What is the future for all of 3801's skilled volunteers? Virtually all will be lost. Downgrading of staff numbers will also see RailCorp's own apprentice heritage training operations cease because 3801 Limited's maintenance staff over the past few years has supplied this training for 8 Rail Corp apprentices per year in a real heritage environment, the Large Erecting Shop at Eveleigh.

In summary: neither RTM nor 3801 Ltd have the capability or capacity to be sustainable in their own right into the future and alignment of Government's assets and investment will not be optimised for the benefit of the New South Wales public.

What the O'Rourke Report has failed to address is the fact that most of 3801 Limited's past and present staff and volunteers live in the west, south coast, northern beaches and north even beyond the Central Coast and they will not and can not get to a site over 100 kms from Eveleigh and an extra two hours travelling each way even if a rail servicewas available.

EVELEIGH MUST STAY

For a site that was not to be considered, much has been said, and it is quite evident that if Eveleigh goes - so will Rail Heritage in this State. Thimmere cannot exist without a continual large input of taxpayers money. Sufficient funds cannot be generated to make them self funding. Lack of, not only volunteers, but railway skills will cause problems. It must be remembered that Eveleigh still has the steam skills. Eveleigh still has the carriage building skills and equipment, and those who turn a blind eye to Eveleigh are fooling themselves while destroying what little hope we have of saving anything for our children.

Yes Vince O'Rourke had the answer. The heritage groups must band together to survive but everything can not be at Thimmere, not everything can be at Eveleigh - both are needed. This is the statement that could not be said because "The Large Erecting Shop has not figured in the Advisory Group's recommendations."

The Minister for Transport has the power to keep The Large. He has done nothing. He said "Eveleigh was never suggested to me as a working museum site". The Minister has refused to inspect The Large and he has not inspected Thimmere - does he know anything about Rail Heritage and who are his advisors? The Sator dollar and not the Minister for Transport is what is running Rail Heritage

The following are extracts from State Rail's Annual Reports - the largest collection of heritage assets of any Government agency and is one of the largest in heritage management. These assets include structures, disused non-essential infrastructure, rollingstock and track vehicles, machinery and equipment, antique furniture and clocks, artworks, small artefacts, historical records and archaeology. State Rail acknowledges its legal obligations towards its heritage and appropriate many of the assets are held in high regard by the public employees and former employees, preservation groups and historical societies. Any comments?