

Friends of  
Eveleigh

All correspondence to:  
The Secretary,  
FOE, PO Box 381  
Belrose West NSW 2085

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

We ask for your assistance in saving Australia's oldest working rail workshop for the people of NSW.

Following the handing over of a cheque to the Powerhouse Museum on 11/11/06 it has been stated that the saving of the Eveleigh Large Erecting Shop is not part of RailCorp's plan.

This is a deplorable attitude for a Government Agency and the resultant affect will be to lower the heritage value of Eveleigh Railway Workshops.

It was also stated that "the Heritage Act was of no consideration" even though it has been nominated for the National Register.

If the NSW public do not act quickly this will bring to an end 120 years of history while the Government via the Redfern Waterloo Authority and Railcorp rid Sydney of its heritage and the skills that go with it.

**How have the figures been calculated to make the Government believe that spending \$14 million on a Railway Theme Park 100 kms from Sydney is better than Eveleigh, 3 kms from Sydney and \$3 million could turn this heritage site into a world class working museum.**

This seems to be an act of bastardry or desperation by the Government that is destroying our cultural identity to fulfil its shortfall of cash.

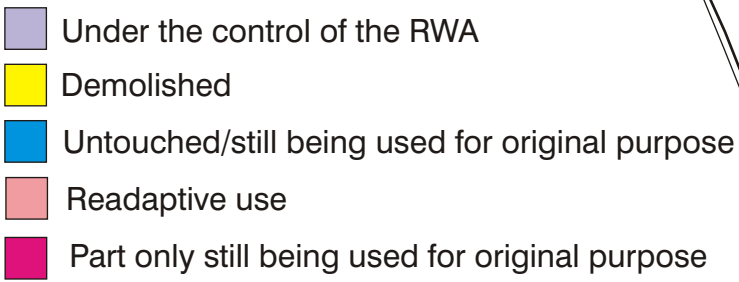
It has done this under the guise of saving heritage and inner city Sydney will get a concrete jungle as replacement.

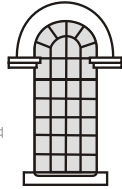
This is not about heritage this is about real estate and to achieve this the Government has had to divide and conquer the volunteer groups which have been caring for the State owned rail heritage collection.

Now their so called sustainable future for rail heritage is going to cost many millions and deprive Sydney of frequent steam rides it has enjoyed up until now.

## **THIS MEDIA PACK**

This media pack has been created by the Friends of Eveleigh. It contains letters, news releases, maps and a photograph collection that is copyright free for use in relation to the Large Erecting Shop and the Friends of Eveleigh.





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 200 kms of travel required will be added to every ones fare including extra shifts for crews
- The extra 200 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 Enginemmen 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.

Thank you and Regards - Friends of Eveleigh



Watson Road  
Observatory Hill  
Sydney NSW 2000

GPO Box 518  
Sydney NSW 2001

Telephone (02) 9258 0123  
Fax (02) 9251 1110  
[www.nsw.nationaltrust.org.au](http://www.nsw.nationaltrust.org.au)

Friends of Eveleigh

5 September 2006

The National Trust of Australia (NSW) strongly believes that the Eveleigh Railway Workshops are of National, if not International significance. While parts of the yards have been reused the Large Erecting Shop is intact and still utilised for its original purposes. This is extraordinary and of enormous importance to the nation.

There is a real opportunity for the Shop to be used for the restoration and conservation of historic locomotives and rolling stock from around Australia thereby continuing the use of its rare cranes, service bays equipment and direct connection to the main rail network. This also ensures the longevity of the skills required to maintain our rail history.

We strongly support the National listing of the Large Erecting Shop, its contents and the connecting rail access. Consideration should also be given to an appropriate setting and curtilage for the listing incorporating the original Eveleigh railyards and maintaining the pedestrian access.

The Trust has not objected to sensitive reuse of much of this complex but all adaptation on this site should recognise the invaluable contribution that continuing rail uses make to the understanding of the history of this area. In this way we can preserve a living reminder of the role that rail has made to the development of Australia and to the immediate area while preserving and encouraging valuable skills.

We wish your nomination success and if you require any further information or support please do not hesitate to contact us.

Yours sincerely

Jacqui Goddard  
Conservation Director





6 September 2006

Janine Cullen  
Director Historic Heritage Assessment Section  
Department of Environment and Heritage  
GPO 787  
Canberra ACT 2601

Dear Director

### **Eveleigh Railyards Large Erecting Shop**

I write to support the application by "Friends of Eveleigh" to protect the Large Erecting Shop on Locomotive Street in Eveleigh, its entire contents, and the connected rail access, by placing these items on the National Heritage Register.

The Large Erecting Shop is historically, aesthetically and socially significant to Australia. It played an instrumental role in the development of the country's rail network, and is an example of 1880s Georgian architecture. "Friends of Eveleigh" tell me that the Large Erecting Shop is the last rail workshop of its kind that remains in its original internal and external condition.

"Friends of Eveleigh" inform me that much of the original machinery used for railway purposes has been maintained in the Large Erecting shop, making the entire contents of the workshop important. They say that it is the only workshop of its kind still in use with its original purpose.

***I support any step to preserve this very important site, including placing the Large Erecting Shop, its entire contents and the connected rail access, on the National Heritage Register.***

Yours sincerely

Clover Moore  
Member for ~~for~~ Bligh





10 September 2006

To Whom this May Concern,

I write in my capacity as a scholar who has been undertaking research on the history of the Eveleigh Railway Workshops for many years. My standing as an expert on this subject is evident from the publication of articles on Eveleigh in leading national and international scholarly journals and in books (please refer to attached list). I also have a close understanding and appreciation of heritage issues in relation to the entire Eveleigh precinct. In November, 1997 I was appointed to the Eveleigh Locomotive Workshop - Heritage Working Group chaired by the NSW Government Architect and General Manager, Buildings Branch, NSW Department of Public Works and Services. In October 2000 I was invited by the Sydney Harbour Foreshore Authority and the Australian Technology Park to join its newly formed Heritage Project Control Committee. My expertise in relation to the management of railway industrial heritage was also recognised by the West Australian Government. On 12 February, 2001 I invited to address the Board of the Midland Redevelopment Authority, Western Australia on the management of the Midland railway workshops' heritage. In May 2002 I was invited by the Hon. Alannah MacTiernan MLA, Minister for Planning and Infrastructure, West Australian Government to be keynote speaker at its Rail Heritage Forum, held on 8 June and hosted by the Midland Redevelopment Authority, Perth.

From my perspective, as well as others of course, the Eveleigh Railway Workshops are of immense significance both nationally and internationally.

This significance is partly related to the value of the remaining material culture, partly related to the intangible cultural heritage of the site (which has yet to be adequately interpreted) and partly because of the immense social capital and human capital that resides in the continued use of the large Erecting shop over the last two decades following the closure of the rest of the site. This value is fundamentally tied to the fact that this building has been used for the same industrial purpose for over 100 years, which makes it extremely unusual by Australian standards.

The conservation of the Large Erecting shop, its contents and the connecting rail access is of critical importance to the recognition and understanding of our country's technological, architectural, transport, social and political history and heritage.

The maintenance of continuing operations in this building also provides a valuable means to build on the social and human capital that resides in the conservation of steam and diesel locomotives by volunteers on behalf of 3801.

Accordingly, I would strongly recommend the continued use of this building for the restoration and conservation of historic locomotives and rolling stock from around Australia thereby continuing the use of its rare cranes, service bays equipment and direct connection to the main rail network. This also ensures the longevity of the skills required to maintain our rail history.

I therefore totally support the nomination of this site by the National Trust and hope this will succeed in preserving our history and the knowledge and skills involved in the maintenance of railway heritage. Sincerely,

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Lucy Taksa', with a long horizontal flourish extending to the right.

Associate Professor Lucy Taksa





Chris Hartcher MP

Shadow Attorney General  
Shadow Minister for Planning  
Shadow Minister for Industrial Relations  
Shadow Minister for the Central Coast  
Member for Gosford



September 2006

**STATEMENT OF SUPPORT  
LARGE ERECTING SHOP, EVELEIGH**

To whom it may concern,

I write in support of efforts to prevent damage to the Large Erecting Shop at Eveleigh.

I wholeheartedly support community efforts to have the Large Erecting Shop, its contents and connecting rail access to the shop, preserved for future generations. NSW was built on the railway system, which dominated the State from the 1880s to the Second World War.

As the largest employer in the State for many years, the railways have been a part of the lives of hundreds of thousands of Australians.

The Everleigh workshop was the centre of operations and of railway engineering for many of those years and had a great reputation as a centre of excellence.

The Everleigh workshop has a capacity, not unlike the Powerhouse Museum, to play a major role in the conservation of our industrial heritage and in the education of Australians, both young and old.

This building, its contents and its railway access, should be placed on the National Heritage Register to protect it for future generations and to acknowledge its significance for past generations.

Yours sincerely,



**CHRIS HARTCHER**

**PARLIAMENT HOUSE** Macquarie Street, Sydney NSW 2000 tel 9230 3314 fax 9230 2070

**ELECTORATE OFFICE** 96 Mann Street, Gosford NSW 2250 (All mail to PO Box 929, Gosford 2250) tel 4325 1603 fax 4324 2356

**email** [chris.hartcher@parliament.nsw.gov.au](mailto:chris.hartcher@parliament.nsw.gov.au) **web** [www.chrishartcher.com](http://www.chrishartcher.com)



# Reason for a National Heritage Listing

The Nominations Manager  
Heritage Division  
The Department of Environment and Heritage  
GPO Box 787  
Canberra ACT 2601  
12 September 2006

Dear

The application to nominate the Large Erecting Shop, Eveleigh, NSW for the National Heritage List under the *Environment Protection and Biodiversity Conservation Act 1999* is to protect the last tangible link of the functioning of the Eveleigh Railway Workshops. The production of a Conservation Plan for the precinct would enable the fabric, skills, function and stories to be protected and interpreted for future generations.

Of the many buildings on the greater Eveleigh Railway Workshop site this is the only one remaining still functioning for its original purpose built shed. The site is recognised Local, State, National and Internationally for its building, machinery and its operations.

While protection is required for the fabric the intangible aspects such as skills and context is most vulnerable created by changes to the *Redfern Waterloo Authority Act* zoning which overrides all heritage provisions enjoyed elsewhere in NSW. The last two schemes advertised by the Redfern Waterloo Authority for the Large Erecting Shop site include demolition for a 12-storey office or a 5 storey adaptive reuse.

This will mean the end of steam locomotive hauled operations from this very important and considered nationally significant site, which will result in lessening the significance in the greater Eveleigh Railway Workshop site.

Either way the most significant aspect of the site is lost being the working/skill base of the site.

The application does not effect any other proposals for the greater Eveleigh Railway Workshop site that falls outside the curtilage indicated on Map 1 included in the nomination.

The benefits of preserving the site by inclusion on the National Heritage List include;

- The preservation of a building and contents of National Significance
- Friends of Eveleigh Retains an important association with the foundation of Labor history in Australia and the local Aboriginal population

- The ongoing research potential into work practices, railway history and technology will be retained

- The present operations retain skills and a link with retired expertise nearing the end of their life

- The preservation of a communal asset used by volunteers for the last 20 years to preserve, conserve and restore operation steam hauled trains with a current workforce of 10 full time employees and 200 active volunteers

- The preservation of a communal asset used by conservators and volunteers for the last 20 years to preserve, conserve and restore operation steam hauled trains for the Powerhouse Museum,

- The skills, which have been passed down by retirees required to run steam hauled trains, will dissipate and be lost.

The enjoyment of heritage steam train running will be greatly minimised due to the loss of a base near the economic hub of Sydney Station.

The enjoyment of heritage steam train running will be greatly minimised throughout NSW and Australia due to the loss of a historic operational facility.

The operation of the Large Erecting Shop has been cost neutral by the sale of tickets on trains by conducting excursions run by 3801 Ltd, Powerhouse Museum and other rail operators.

The apprentice-training scheme would continue to train rail apprentices in a wider appreciation of rail operation and skills.

The historic link with the Labour history can be appreciated allowing a poignant impression of working life in Australia from the 1880's into the future.

Locomotives 3801 and 3830 (the last locomotive built at the Large Erecting Shop), which spent their entire working lives based at the Large Erecting Shop, could maintain a public operational function for the benefit of Australia. Other items built and presently in the workshop includes the first Governor Generals Carriage, built for Federation in 1901.

The facilities and machinery within the building will be lost and the skills to operate them, with the result that steam hauled trains will be excluded from the NSW rail network.

Support for the retention of the Large Erecting Shop as working historic infrastructure to enable preservation to continue has come from a wide spectrum of the community, heritage professionals and politicians. Please see the enclosed letters of support.

While the adaptive reuse policy can be commended for saving many of the buildings on the greater Eveleigh Railway Workshop site the real context and the depth of the cultural landscape can only be understood if the Large Erecting Shop, machinery, contents and access including the turntable are preserved in operation. This requires the protection of the building, access and contents by a zoning that it has enjoyed for the last 126 years, which would allow it to continue to operate as a **Railway Workshop**.

We look forward to discussing any of the issues raised in this application and appreciate your consideration.

Yours sincerely,  
**Friends of Eveleigh**

### **Current Listings**

The large erecting workshop is considered of National importance and support for this is sanctioned by inclusion on the following heritage inventories;

Register of the National Estate

NSW State Heritage Register State Significance Included

State Rail Authority s170 State Significance

Sydney City Council LEP State Significance (ex South Sydney Council)

Regional Environment Plan State Significance

Sydney Harbour Foreshore Authority State Significance

National Trust (NSW) State Significance Included

Institution of Engineers State Significance

### **Letters of Support**

Also included are letters of support from:

Ms Jacqui Goddard Conservation Director, National Trust of Australia (NSW)

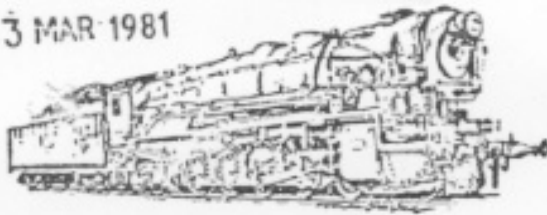
Hon. Clover Moore Lord Mayor of Sydney and Member for Bligh

Associate Professor Lucy Taksa Director Industrial Relations Research Centre University of NSW

Mr Robert Vogel Curator of Engineering & Industry, Smithsonian, National Museum of American History

# WHO REALLY OWNS LOCOMOTIVE 3801

23 MAR 1981



In Reply Please Quote

K.McK:mg

## New South Wales Rail Transport Museum

MUSEUM SITE:  
BARBOUR ROAD, THIRLMERE, N.S.W. 2572 Telephone (046) 81-8001

P.O. BOX 31, BURWOOD, N.S.W. 2134 Telephone (02) 74-9999

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.





## **Eveleigh - Large Erecting Shop - Friends of Eveleigh Statement**

The following media release dated 28th October 2006 has been issued by the Friends of Eveleigh to bring attention to the need for action to ensure a future for the Large Erecting Shop at Eveleigh.

Whilst the community, retirees, union members and particularly those involved in rail heritage are enraged; it seems that many of the peak heritage bodies have gone silent on the Large Erecting Shop. MI discussions with the peak heritage bodies seem to get off record support, only one, the National Trust is willing to publicly speak out advocating a different course to what is being put forward. It is particularly noticeable amongst those peak heritage bodies that have web sites proclaiming their advocacy in protecting heritage. It seems to be the same groups that are recipients of major grants tied to the vacating of the Eveleigh precinct.

State Government Offices, which have a statutory or ethical role in protecting heritage have gone silent, at least publicly that is, this seems to be a conflict of their function.

The National Trust is the only formal group willing to stand and be counted. Now we have six informal groups formed in the last few weeks, fighting for a place that still has at least 30,000 ex-Eveleigh employees walking the streets of Australia; do they wonder why Eveleigh just won't 'lie down and die.'

The vision of the Friends of Eveleigh is to fight for a genuine preservation of a working Eveleigh, and this forms the basis of the application to the Federal Government for inclusion on the National Heritage Register. We are tired of the continual facadism of Eveleigh, a place that has a working history of monumental proportions. Let's keep it working, with steam, with skills and for all of NSW. For this reason we welcome the O'Rourke Enquiry as the Premier, Minister for Transport, Minister for Planning have told us about in their form letters and look forward to its findings.

It is easy to see the benefits for all unless you just want sell your soul.

The operation of the Large Erecting Shop has been largely cost neutral, supported by the sale of tickets on train excursions run by 3801 Ltd, Powerhouse Museum, and other rail operators. The difference in moving a facility that preserves and restores active locomotives and rollingstock that are enjoyed across the state - is that the economic model is based on being close to the Sydney market, and a proven ability where subsidies are minimal. The forced new model of pushing everything out of Eveleigh - away from Sydney has little evidence to back it. Whitton fought this notion, and it seems we still are 130 years later.

The Large Erecting Shop would lend itself to being a central access point to Sydney for all rail heritage groups with running railway collections. It would continue to train apprentices, as it currently does; unfortunately not the 500 a year as it used to. It also can be a centre for serious industrial restoration as it presently functions as. If the Government were intelligent they would harvest these professional and volunteer groups rather than dividing them; it appears to be a cash scrapped Government trying to get their hands on the real estate by any means.

Our Vision:

- Access for rail heritage groups.

- The preservation of a building and contents of National Significance.

- The retention of an important association with the foundation of Labor history in Australia and the local Aboriginal population.

- The preservation of a potential source of research into work practices, railway history and technology.

- The preservation of a venue where traditional trade skills can be taught and a living link with retired expertise can be maintained.

- The preservation of a communal asset used by volunteers for the last 20 years to preserve, conserve and restore operational steam hauled trains with a current workforce of 10 full time employees and 200 active volunteers.

- The preservation of a communal asset used by conservators and volunteers for the last 20 years to preserve, conserve and restore operation steam hauled trains for the Powerhouse Museum.

- The enjoyment of heritage steam train running will be greatly maximised due to an operational base near the economic hub of Sydney Station.

- The enjoyment of operational heritage steam trains will be greatly maximised throughout NSW and Australia through the retention of an historic operational facility.

- The apprentice-training scheme would continue to train rail apprentices in a wider appreciation of rail operation and skills in a heritage workshop environment.

- Guided tours so the public at last can enjoy this place of cathedral proportions in steam.

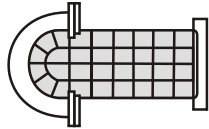
- Often industrial heritage places have had little public access due to the types of activities carried out in them, this makes them easy pickings for people of little foresight who want to fit a bit more concrete into Sydney.

- What we want to see is some stewardship by the NSW Government to maintain this historic and iconic place of working heritage that is important to the nation before it is lost forever and a generation of skills that will go.

- Friends of Eveleigh - Committed to saving the great Eveleigh Railway Workshop

- All correspondence to: The Secretary, Friends of Eveleigh (FOE), PO Box 381, Belrose West NSW 2085





# Friends of Eveleigh

## NEWSLETTER

EDITION 1 OCTOBER 2006

All correspondence to:

The Secretary, FOE, PO Box 381 Belrose West NSW 2085

### HAVE YOUR SAY

#### FAX OR EMAIL DIRECT

##### The Premier

Fax: (02)9228 3934

or email: [thepremier@www.nsw.gov.au](mailto:thepremier@www.nsw.gov.au)

##### The Transport Minister

Fax: (02)9228 4855

or email: [dp.office@watkins.minister.nsw.gov.au](mailto:dp.office@watkins.minister.nsw.gov.au)

##### The Minister for Redfern Waterloo

Fax: (02) 9228 4711

or email: [office@sator.minister.nsw.gov.au](mailto:office@sator.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

#### THE NATIONAL TRUST

<http://www.nsw.nationaltrust.org.au/>

The National Trust are trying to influence the Government to save the Large Erecting Shop for continued heritage railway operations and as a heritage skills training centre.

#### SAVE 3801 LIMITED CAMPAIGN

<http://www.3801limited.com.au/helpus.htm>

The Save 3801 and Save the Large group are campaigning against the Government, trying to persuade the Minister for Transport John Watkins to support 3801 Limited and to change the minds of the Redfern Waterloo Authority on the destiny of the Large.

#### REDWATCH

<http://www.redwatch.org.au/>

REDWatch had the unenviable task of having to look after the whole of the Redfern Waterloo area and are doing a fine job keeping people informed with their website while speaking up and supporting the local people.

All these groups are fighting the State Government and someone said well is there any alternative? The whole Eveleigh Railway Workshop is listed by the National Trust, it is listed by the Sydney Harbour Foreshores Authority, and by the NSW Heritage Office. All this means nothing when the State Government changes the rules and all the heritage listings are disregarded and thrown out the door.

What about the federal heritage listing was the next question? No one has taken that step. So was formed the Friends of Eveleigh group with its priority to have a federal heritage listing on the Large Erecting Shop, the last intact part of the once great Eveleigh Railway Workshop.



*The Interior of the Large looking towards the front. Note the height and length. The carriages in the foreground are 24 meters long.*

**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 105945, Place File No. 1/12/003/0016. This nomination was submitted by the Friends of Eveleigh.  
SEE [www.deh.gov.au/cgi-bin/ahdb/search.pl](http://www.deh.gov.au/cgi-bin/ahdb/search.pl)

**NEXT ISSUE - THE O'ROURKE COMMITTEE FINDINGS**

#### A brief history of Eveleigh up to 2006

1871 Planning for a large modern workshops complex at Redfern began.  
1875 The site at Eveleigh was selected.  
1880 Settlement for land was reached.  
1882 Clearing of land commenced.  
Because of the sandy nature of the soil, much work went into the design and construction of the workshop foundations.  
1884 The contract for the construction of Bays 1-4 was let to George Fishburn.  
1885 Work underway and purchase of machinery commenced. The foundations for Bays 5-15 were completed, enabling the contract to be let to John Aherm at a price of £80,837.  
1887 Workshops 1-4 were officially opened. These contained the 'dirty trades' of foundry work, boilermaking and blacksmithing. Annexes were built on the southern and western sides.  
1887 (late) Workshops 5-15 were opened.



*The front or west end of the Large with a grey 3801, Tank Engine 3112 and two diesel locomotives*

## WHAT STARTED AS A DISCUSSION ENDED IN FRIENDS OF EVELEIGH

What is being done to save the Large Erecting Shop at Eveleigh? That was a question asked at a gathering of people with interests in both railway and heritage.

With support from many prominent media groups, the Staff and Volunteers of 3801 Limited have actively campaigned to save the Large, but very little has been heard from other railway heritage groups within the State.

Why have others declined to support - maybe some have thing to gain from the destruction of the Large? Others say they can't save the world and have other priorities but it must be remembered that Eveleigh was really the birthplace of the railways in New South Wales.

It may come as a surprise that the newly formed Friends of Eveleigh have now got the support of politicians, academics, rail workers, heritage specialists, heritage groups, publishers, etc, etc.

No one will be able to say that the Friends of Eveleigh didn't try.

1892 Union negotiations led to the workshops being closed on Saturdays.  
1896 Lightening rods fitted to 120 foot high chimney in Boiler House behind Bay 2/3.  
An extension of 200 feet added to the western end of the Large Erecting Shop (west of the Loco Shop) completed 1896.  
1899 Large Erecting Shop added to the site, to the west of the Loco Shop, enabling many of the engine repair functions to be removed from the main building. Work commenced on converting Bays 12 and 13 for an interlocking Shop. This work began in November with the removal of the brick wall between Bays 11 and 12 and the installation of iron columns and crane girders. A compressed-air plant was installed in an annex to Bays 3 and 4. New foundry erected adjacent to large Erecting shop allowing Boiler Shop to expand into Bay 4.

**2006 NSW Labour Government proposes to close down the Large Erecting Workshop - no more steam - no more training - no brains or heart.**

If you would like to be on our email list for future news please drop us a line at  
PO Box 381 Belrose West 2085.