

Intermodal Logistics Centre at Enfield

Heritage Interpretation Plan and Strategy

Addendum

30 September 2010

Report No.: ILC – E – HIPS Addendum

Revision 0.1

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Abbreviations

CoA	Minister for Planning's Condition of Approval
DoP	Department of Planning
DSRM	Dorrigo Steam Railway and Museum Ltd
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
HIPS	Heritage Interpretation Plan and Strategy
HO	Heritage Office
ILC	Intermodal Logistics Centre

I Introduction

This report has been prepared as an Addendum to the Heritage Interpretation Plan and Strategy (HIPS) for the Intermodal Logistics Centre (ILC) at Enfield ("the Project"). The HIPS was prepared by Sydney Ports Corporation's (Sydney Ports) Heritage Adviser, Conybeare Morrison, in March 2009, following preparation of the Options and Recommendations Report (Conybeare Morrison, October 2008). This report has been prepared by Sydney Ports to summarise the outcome of the Pedestrian Footbridge relocation and maintenance as required by the Department of Planning (DoP).

2 Approval Requirements

The ILC at Enfield was approved by the Minister for Planning under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act) on the 5 September 2007. Condition 2.37 of the Project Approval states:

The Proponent shall relocate and maintain the Pedestrian Footbridge, if feasible, to an appropriate location within the site, determined in consultation with the NSW Heritage Office. Where the Pedestrian Footbridge cannot be feasibly relocated within the site, the Proponent shall arrange for the relocation of the Pedestrian Footbridge to an external heritage organisation, determined in consultation with the NSW Heritage Office.

In correspondence dated 29 April 2009, the DoP approved Sydney Ports' Heritage Interpretation Plan and Strategy (HIPS), prepared under Condition 6.3 c) of the Project Approval. The Condition 6.3 c) states:

As part of the Construction Environmental Management Plan for the project, required under Condition 6.2 of this approval, the Proponent shall prepare and implement the following Management Plans:

c) a Heritage Interpretation Plan and Strategy to detail how heritage items to be retain on-site will be protected during site preparation and construction, and how relocated heritage items will be protected and maintained during those works. The Plan shall include a strategy for the on-going management and interpretation of heritage items and values on the Site, and shall be prepared in accordance with NSW Heritage Office guidelines.

The HIPS recommended that the Pedestrian Footbridge be relocated to the southern part of the ILC Site and, subject to detailed design and if feasible, be used as an access point from the east of the site, over the railway line, and as a viewing platform.

DoP's approval of the HIPS was conditional on the following requirements:

- "if the pedestrian bridge is identified as not being able to be re-used as an access or viewing point, the Proponent must provide detailed advice and justification to the Director-General for consideration. This advice must also identify an alternate location for the bridge; and
- should a significant change to the strategy or its implementation, as described in section 4 and 5 result from detailed design, then the Proponent must seek the Director-General's approval for these changes".

Although the Pedestrian footbridge is not a listed heritage item, previous heritage studies (Graham Brooks & Associates, 2005) have assessed the item as being of Local significance. The item is not listed in the Strathfield Planning Scheme Ordinance.

3 Investigation into Relocation within the ILC Site

Subsequent to DoP's approval of the HIPS, Sydney Ports undertook further investigations and detailed design of the bridge works required to achieve the recommendations of the HIPS. Sydney Ports also requested tenders for the relocation and reinstatement of the bridge on-site.

The additional investigations and tender process revealed significant difficulties and constraints in relocating and stabilising the Pedestrian Footbridge within the ILC Site. Making the bridge trafficable to pedestrians would require compliance with the relevant requirements of the Building Code of Australia and current loading codes. The works would include significant modification and addition to the bridge (e.g. provision of new balustrades, concrete decking, stair treads and foundations, replacement of rotten timber handrails as well as sandblasting and repainting of the structure). As the Pedestrian Footbridge has deteriorated significantly, these works would be very costly and some of the heritage values of the bridge could be lost in the process. Concerns were also raised regarding public safety and security at the proposed location within the Site.

Alternatives were considered for the relocation of a reduced number of spans within the Site and/or not making the bridge trafficable. However, Sydney Ports' Heritage Adviser advised that it would be preferable to relocate the entire item to a rail heritage facility, where all remaining spans could be reinstated. This option would better retain the bridge's heritage values, rather than emasculation of the structure beyond its function as a bridge, and would comply with the requirements of Condition 2.37 of the Project Approval. The advice from the Heritage Adviser is provided in Appendix A.

4 Investigation into Relocation outside the ILC Site

Based on the recommendation of the Heritage Adviser, Sydney Ports sought expressions of interest from heritage organisations for the relocation and display of the bridge to a suitable rail heritage facility. This process has developed into a proposal to relocate the Pedestrian Footbridge to the Dorrig Steam Railway and Museum Ltd (DSRM). This proposal involves the relocation by Sydney Ports of the Pedestrian Footbridge to the Dorrig Steam Railway and Museum. The bridge would be re-installed in its entirety and maintained for permanent public display. DSRM propose to reinstate and maintain the bridge. DSRM's proposal for the reinstatement, long term use and maintenance of the bridge, together with organisation information, is provided in Appendix B.

Sydney Ports will execute an Asset Transfer Agreement with DSRM to ensure the bridge will be stored, re-erected and maintained in accordance with the requirements of the HIPS.

The DSRM has been in existence for 36 years and is constituted as a non profit Company Limited by Guarantee. The DSRM is a well funded heritage organisation that owns the land on which the museum is located. The DSRM's collection includes preserved heritage railway items including 66 locomotives, over 300 carriages and wagons, 19 railmotors and thousands of smaller exhibits. The organisation owns 35 kilometres of the Dorrig Branch Railway Line where it plans to operate public trains, and 21.5 ha of land where the Museum is housed.

Public access to DSRM's collection is provided to pre-booked coach loads of tourists, special interest groups and school groups, but will ultimately expand to open 7 days per week. The feasibility study on the Museum project predicts 300,000 visitors per annum as opening hours expand. At present, the annual visitor numbers are around 3,000. Further information regarding the organisation is contained in DSRM's website: <http://www.dsrn.org.au/>.

The DSRM propose to display the bridge in its entirety and has the appropriate facilities and expertise to reinstate and maintain the bridge. The DSRM already houses a number of items relocated from the Enfield site including shipping containers, overhead wiring structure portals, water tank and wagon lifting cradle.

Sydney Ports' Heritage Adviser supports the relocation and reinstatement of the bridge in its entirety to the DSRM, as outlined in correspondence provided in Appendix A.

5 Consultation

Sydney Ports has provided a submission to the Heritage Branch of the Department of Planning as the consultation required under CoA 2.37 to identify an appropriate external heritage organisation. The Heritage Branch responded that the relocation of the bridge to the DSRM is supported as a positive step. The Heritage Branch recommended that appropriate interpretation regarding the bridge be installed at the ILC Site to reflect the fact that the bridge was once located on the site (refer Heritage Branch correspondence provided in Appendix C).

Sydney Ports provided a submission to the Director-General on 12 August 2010 seeking the Director-General's approval for changes to the HIPS in relation to the relocation of the pedestrian footbridge to the DSRM, in accordance with the conditional approval of the HIPS issued on 29 April 2009. The Director-General has reviewed the request and advice from the Heritage Branch, and in letter dated 25 August 2010 accepted the proposed changes, consistent with condition 2.37 of the approval (refer to Appendix C).

6 Conclusion

Sydney Ports has prepared this Addendum to provide background information and supporting documentation regarding the changes made to the Pedestrian Footbridge stabilisation and relocation plans as outlined in the HIPS. Sydney Ports has been advised by the Department of Planning to carry out the relocation and reinstatement of the bridge, as described in this document, in its entirety to DSRM and an appropriate interpretation panel installed in the southern area of the ILC Site.

Intermodal Logistics Centre at Enfield

Appendix A: Conybeare Morrison Memo – Pedestrian Footbridge

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11 May 2010

Mr Bruce Royds
ILC Project Manager
Sydney Ports Corporation
PO Box 25
Millers Point NSW 2000

Dear Sir

**INTERMODAL LOGISTICS CENTRE (ILC) AT ENFIELD
PROPOSED RELOCATION OF THE PEDESTRIAN BRIDGE OFF SITE**

SYDNEY PORTS ILC INCOMING
ABN 95 784 452 933
PORT BOTANY EXPANSION PROJECT

IC 0205

RECEIVED: 7/6/2010

NAME	ACTION	INFO	DATE BY	NOTES

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BY: ☐ Hand ☐ Mail ☒
☐ Fax ☐ E-mail ☐
☐ Courier ☐ Post

Condition of Approval 2.37 of the Project Approval for the ILC at Enfield requires Sydney Ports Corporation (Sydney Ports) to relocate the Pedestrian Footbridge to an appropriate location within the site or to an external heritage organisation if on-site relocation is not feasible. Specifically, Condition 2.37 states:

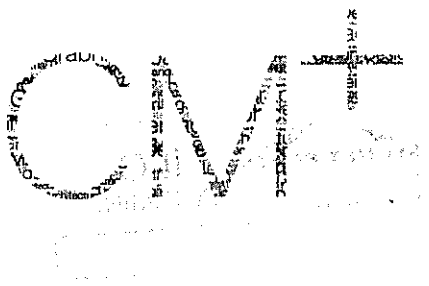
The Proponent shall relocate and maintain the Pedestrian Footbridge, if feasible, to an appropriate location within the site, determined in consultation with the NSW Heritage Office. Where the Pedestrian Footbridge cannot be feasibly relocated within the site, the Proponent shall arrange for the relocation of the Pedestrian Footbridge to an external heritage organisation, determined in consultation with the NSW Heritage Office.

Although the Pedestrian footbridge is not a listed heritage item, previous heritage studies (Graham Brooks & Associates, 2005) have assessed the item as being of Local significance. The item is not listed in the Strathfield Planning Scheme Ordinance.

Sydney Ports' *Options and Recommendations Report for the Site Heritage Items* (Conybeare Morrison, October 2008) recommended either on-site or off-site relocation as appropriate options from a heritage perspective.

Subsequent to the Options Report, Sydney Ports prepared a *Heritage Interpretation Plan and Strategy* (HIPS) (Conybeare Morrison, March 2009, as required under Condition 6.3 c) of the Project Approval. The HIPS was approved by the Department of Planning (DoP) in correspondence dated 29 April 2009. The HIPS recommended that the Pedestrian Footbridge be relocated to the southern part of the ILC site. The HIPS proposed that, subject to detailed design, the bridge could be used as an access point from the east of the site, over the railway line, and as a viewing platform for interpretation.

Since the preparation of the HIPS report, Sydney Ports has carried out detailed design and has received tenders for the relocation of the bridge on-site.



Sydney Ports has advised that the additional investigations and tender process have revealed significant constraints in relocating and stabilising the Pedestrian Footbridge within the ILC Site. Issues reported include:

- public safety and security at the proposed location within the Site,
- ongoing problems with vandalism; and
- the high cost of restoring the bridge to allow compliance with the Building Code of Australia and to make it trafficable at the proposed location.

The HIPS stated that allowing general open public access would present a problem in terms of safety and vandalism and recommended that the ILC heritage area be allowed to open only on weekends during daylight hours.

On site relocation for public viewing requires spanning the bridge over the existing rail line which crosses the southern part of the site. This aspect involves significant footing design and restoration.

Given the above constraints and as heritage advisors for the project, we were requested to consider alternative options for the relocation of the bridge. We have re-assessed the alternative option of off site relocation in accordance with condition 2.37 and the Options Report.

Sydney Ports has sought and received Expression of Interests from heritage organisations interested and capable of displaying the bridge publicly at their heritage facilities. Sydney Ports has short-listed two organisations, the Goulburn Rail Heritage Centre and Dorrigo Steam Railway Museum (DSRM). Conybeare Morrison has reviewed both EoI submissions and found that both proposals are acceptable. However subsequent to further details being provided to the Goulburn Rail Heritage Centre and permission requested from their landlord, ARTC, Goulburn withdrew their offer to reallocate the bridge to their facility. We therefore recommend that Sydney Ports seek to relocate the Enfield Pedestrian Bridge to the DSRM for reinstatement.

The DSRM has been in existence for 36 years and is constituted as a non profit Company Limited by Guarantee. The DSRM is a well funded organisation that owns the land on which the museum is located. The DSRM collection includes preserved railway items including 66 locomotives, over 300 carriages and wagons, 19 railmotors and thousands of smaller exhibits. The organisation owns 35 kilometres of the Dorrigo Branch Railway Line where it plans to operate public trains, and 21.5 ha of land where the Museum is housed.

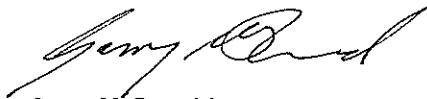
Public access to DSRM's collection is provided to pre-booked coach loads of tourists, special interest groups and school groups, but will ultimately expand to open 7 days per week. The feasibility study on the Museum project predicts 300,000 visitors per annum as opening hours expand. At present, the annual visitor numbers are around 3,000.

The DSRM propose to display the bridge in its entirety and has the appropriate facilities and expertise to remediate and reinstate the bridge. The DSRM already houses a number of items relocated from the Enfield site including shipping containers, overhead wiring portal structures, water tank and wagon lifting cradle, as listed in Appendix E of the HIPS.

Based on the issues identified with on-site relocation and the proposal provided by the DSRM, we believe, from a heritage perspective, that the proposed external relocation of the bridge in its entirety to the Dorrigo Steam Railway Museum is the best feasible option.

Please do not hesitate to contact the undersigned should you have any questions on this matter.

Yours sincerely
Conybeare Morrison



Garry McDonald
Senior Heritage Architect

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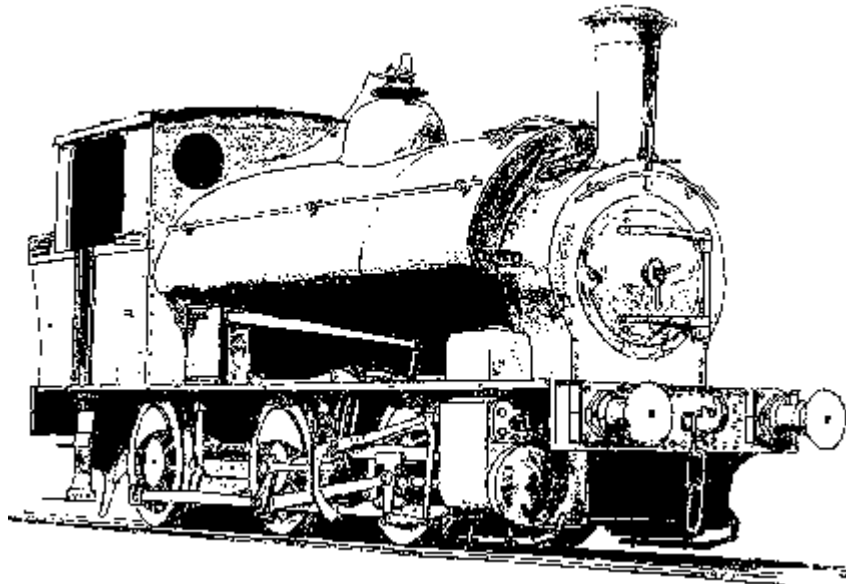
Intermodal Logistics Centre at Enfield

Appendix B: Dorriggo Steam Rail and Museum – Organisation Information and Proposal for the Reinstatement, Display and Maintenance of the Pedestrian Footbridge

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Dorrigo Steam Railway & Museum Limited

A.B.N. 64 003 876 766



Expression of Interest - Enfield Pedestrian Footbridge

23rd June 2010

ORGANISATION DETAILS

Company/Trading Name

Dorrigo Steam Railway and Museum Limited
ABN 64 003 876 766

Name of Respondent's Representative/s:

Keith Jones – Managing Director
Andrew Hawk - Director

Address for Service of Notices:

P.O. Box 200
Dorrigo,
N.S.W. 2453

Phone Numbers:

Keith Jones - 02 6657 2176
Andrew Hawk - 02 9354 5542

Facsimile Number:

02 6657 2281

Mobile Phone Numbers:

Keith Jones - 0402 25 3813
Andrew Hawk - 0409 450 887

Email Address:

Keith Jones - gackjones@optusnet.com.au
Andrew Hawk – andrew.hawk@downeredirail.com.au

Website Address:

www.dsrm.org.au

OUR CORPORATE STRUCTURE

The master plan for DSR&M's corporate future involves two distinct yet closely related entities, namely:

- Dorrigo Steam Railway and Museum Limited, and
- Dorrigo Railway Museum Trust.

The first of these was incorporated in 1989. Legal work for the establishment of the trust is complete.

DORRIGO STEAM RAILWAY AND MUSEUM LIMITED

Dorrigo Steam Railway and Museum Limited is a non-profit public company, limited by guarantee. It was incorporated in November, 1989. The company's current membership stands at about 450. Each member has a vote at the annual general meeting. The day to day operations of the company are controlled by a board of seven directors. Two directors stand for election each year, and these elections are held at the annual general meeting.

Functions of the Company

Firstly, the company provides corporate management of the Museum's projects and operations. It is the company that will have the responsibility of overseeing the restoration of the Dorrigo branch line and the operation of tourist railway services. Secondly, the company provides a forum for persons interested in the Dorrigo Steam Railway and Museum project to join together to pursue the development of the Museum and to coordinate the activities of the large volunteer workforce. These functions were previously carried out (between 1973 and November 1989) by an informal group of people who supported the Museum's development.

A Non-Profit Organisation

A company limited by guarantee is, by definition, a "non profit" company. Its members cannot receive dividends, its office bearers cannot receive remuneration and all revenue is used by the company for furtherance of its objectives. In recognition of its non-profit constitution, the Australian Taxation Office has made all donations to the company tax deductible, and has exempted DSR&M Ltd from payment of income tax.

DORRIGO RAILWAY MUSEUM TRUST

It is essential that the Museum's collection be retained as a unit within New South Wales, and made available for the public's education and enjoyment in authentic condition. Countless hours of volunteer labour, and over two million dollars of supporters contributions, demand that the collection be permanently protected from commercial take-over, financial disaster or exploitation. This measure of security for the collection can only be afforded by a properly constituted trust.

The Dorrigo Railway Museum Trust will be somewhat like the Sydney Maritime Museum Trust (at Darling Harbour). The trust will hold the ownership of the Museum's irreplaceable collection, and the freehold land on which it is housed, thereby removing it from financial risk and preserving its historical integrity. The Trust Deed has been drafted and other legal preparations for the establishment of the trust are complete.

Linkage between the Trust and the Company

The trust (Dorrigo Railway Museum Trust) and the company (Dorrigo Steam Railway and Museum Limited) will be linked by means of a maintenance agreement between the two bodies. The trust will make appropriate items available from the collection to the company so that it may operate public trains on the Dorrigo line.

OBJECTIVES AND IDEALS OF THE MUSEUM

The Dorrigo Steam Railway and Museum has two distinct yet fundamentally interrelated objectives. They are:

- The establishment of a world class Railway Museum at Dorrigo. This Museum will showcase the history, both social and technological, of the railways of New South Wales.
- The operation of a steam tourist railway. Services will be established on portions of the former New South Wales Government Railways Dorrigo branch line.

THE MUSEUM OBJECTIVE

This organisation is a Museum in the true and full meaning of the word "Museum". That is, we are preserving as wide a cross section of heritage railway items as possible, to show the social, engineering and technological development of all aspects of railways in N.S.W. We feel that if we are to use the word Museum as a description of what we are doing, then we have a moral obligation to preserve and present the collection to the public in a **strictly authentic** way. All of our collecting, conserving, restoring and presenting of items to the public, is pursued with this ideal in mind.

The Museum display will provide a world class static display of the history of railways in New South Wales. The Museum will chronicle the history in meticulous detail and provide an invaluable educational facility to demonstrate the many applications of science and technology throughout the history of NSW railways to the modern day.

The Largest Collection of Historic Railway Equipment in the World

The Museum is now the largest collection of historic railway equipment in the World, and continues to secure a wide cross section of exhibits. All railway vehicles in the collection are standard gauge (4' 8½"). This Museum is very experienced in caring for rail heritage items. We have been collecting, transporting and stabilizing hundreds of items since 1974.



Locomotives 6039 and 5069 preserved at Dorrigo.

To date, the Museum collection comprises over 65 locomotives, 300 carriages and wagons and over 20 railmotors. The locomotives range from tiny, 8 ton, shunting units to the massive, 260 ton Beyer-Garratt (the largest locomotive in the southern hemisphere), and many over 100 years old. The passenger carriage collection includes such specialised vehicles as a prison van, rail pay busses, travelling post offices, bulk mail vans, sleeping cars, the former Premier's car and a sleeping car allocated to General Douglas MacArthur, as well as everyday vehicles from times past. The freight rolling stock includes vehicles for the carriage of almost every commodity, including grain, livestock, coal, oil, cement, biscuits, fruit, water, limestone, superphosphate, meat, milk, bitumen, explosives, machinery, coil steel, automobiles, etc.

Of course, history is not a static thing. What is the latest technology today is tomorrow's historical item. The Museum role is preserving for posterity that which is now just commonplace, a task that will never finish. For example, the modern XPT train is a potential future exhibit because of its significance from both an historical and technical viewpoint.

Planned Duplication of Exhibits for Ease of Future Restoration Work

Successful preservation and restoration requires the availability of spare parts - the parts from two or more identical items can be pooled to provide one fully restored piece, as well as further spares. With this in mind, the Museum has pursued a policy of selectively acquiring some duplicate items. Approximately 12% of the Museum's present stock falls into this category, and will ultimately be dismantled to this end.

We have so far completely dismantled 37 freight wagons and 32 passenger carriages (with more to be done) to obtain parts for the restoration of exhibits and maintenance of the running items. There are 230 spare wheel and axle sets in stock for our exhibits and operating carriages. There are 120 tonnes of brand new steam locomotive firebricks and 450 new cast iron brake shoes in stock. We have dismantled several locomotives, both steam and diesel to provide spare parts for our running locomotives. We purchased over \$7 Million worth of brand new spare parts for our 70 class diesel locomotives, from the P.T.C. of N.S.W. when the 70 class was phased out.

The Museum has purchased extensive specialised railway workshop machines with which to restore and maintain our exhibits, these include:

- Craven wheel lathe capable of turning wheels up to 7 feet in diameter, from Broadmeadow Loco. Depot.
- Crank Quartering Machine for turning crank pins in steam locomotive driving wheels from Cardiff Workshops.
- 300 ton capacity wheel press for pressing wheels onto axles from Cardiff Locomotive Workshops.
- 2 Steam Hammers from Cardiff Locomotive Workshops.
- Conventional lathes, shapers, grinders, power hacksaws, band saws, radial arm drill, etc.

Items to Capture the Essence of a Bygone Era

Railway history is much more than just locomotives and rolling stock. The history of railways is as much a social history of NSW as it is the history of technological advancement. For this reason, the Museum will capture, in a way as authentic as possible, the spirit of an everyday life that was shared with railways in days past. To this end, the Museum continuously gathers together many thousands of smaller items that go into making up a railway and life associated with it. Examples of railway paraphernalia include uniforms, kerosene lamps, tickets, signals, trolleys, crockery, clocks, posters, signs, badges and many, many others. Other historic items such as steam rollers, vintage cars, wooden kegs, farm machinery and other once commonplace goods from bygone eras have also been collected, and will all contribute enormously to the establishment of the historical context of the displays.

Our Museum has put enormous effort and expenditure into obtaining items that will enhance the railway locomotives and rolling stock by putting into context how important the railway system was to the development of N.S.W. and how the whole social history of the State once revolved around the railway system. To give some insight into the efforts we have made to achieve this, please consider several detailed examples.

- Our Museum purchased a Centurion Main Battle Tank, formerly owned by the Australian Army, for \$33,000, so that we could provide a load for the Bogie Flat Wagon in the collection that was used to transport Centurion Tanks from Puckapunyal in Victoria to Sydney and return, during Australia's involvement in the Vietnam War. This exhibit is a "must see" for all Vietnam Veterans.

- Our Museum has a double deck automobile (car) carrying wagon in the collection that carries 6 cars and was built in 1952. Our Museum has purchased the first 6 models of Holden cars (the era the wagon was built in) to be displayed on the wagon. All of the cars are restored. The public can therefore relate how “Australia’s car” was delivered from the factory to the dealers.
- Our Museum has purchased a 1926 Hudson Hearse that will be placed in the display alongside a railway carriage that is fitted with a coffin compartment, to show how most corpses were moved around the State in days gone by.
- Our Museum has livestock wagons in the collection that were used to transport sheep, cattle, pigs and horses. Our railway yard in Dorriggo retains one of the few railway stock yards left in N.S.W., so we proposed that on every day that the Museum is open, the public will be able to witness the loading and/or unloading of real live animals at those stock yards into those wagons.
- We have preserved Railway Petrol Tank Wagons from all of the following iconic Companies; Golden Fleece, BP, Shell, C.O.R., Ampol, Esso, Amoco, Plume, Caltex, Mobil and Total. The public are very impressed when they see these wagons because it brings back memories about things they thought were extinct.

This is just a glimpse at how the planned authentic displays will be a spectacular sight to the visitor and historian alike.

Items to Demonstrate Technological Advances

The Museum will showcase an enormous range of the applications of science and the chronology of technological advances, including:

- The development of steam locomotives from 1877 to 1956 and the overlapping changeover to diesel and electric locomotives from 1952 to the present day.
- The progressive improvements in passenger and freight rolling stock, addressing such innovations as air conditioning for passengers versus the old foot-warmers or open windows, the use of refrigeration for meat transport rather than iced meat vans, the change from brass wheel bearings to roller bearings and the replacement of spoked wheels with solid disc wheels.
- The signalling and safe-working systems that constantly evolve to provide a safe railway environment.

The Housing of the Museum Collection

We are proud of the fact that we own our site. We own (with clear title) 53 acres of land at Dorriggo which is the Museum site. We raised the \$490,000 required to purchase this land by Members’ donations. We also own 600 acres of land comprising the 35 kilometre long “top half” of the Dorriggo Branch Line. Owning both the Museum site and the branch line provides us with security of tenure. This security gives our Members the confidence that is necessary to put their heart and soul and funds into the project. The Museum’s Members have donated well over Seven Million Dollars and several million man-hours since 1974, to achieve our objectives. We currently raise over \$3,500 per week out of our own pockets and this figure is rising.

The Museum has Development Consent from Bellingen Shire Council to establish the public Railway Museum at Dorriggo. This consent details the conditions that must be met prior to our intended 7 days per week public opening. Details such as car parks, toilet facilities, footpaths through the collection and disabled access, etc., are all addressed. All of these matters are complete, under construction, or are in various stages of development. For example, we have recently outlaid \$54,000 in materials, with which we have constructed reinforced concrete pathways between the rows of exhibits, to facilitate public access. So far we have constructed 500 metres of paths, 3.6 metres wide.



Aerial View of the Museum's 53 Acre site at Dorrig, and associated Museum display development.

The Museum owns a wide range of machinery with which we have been able to implement our plans and this machinery will continue to save funds by not having to hire machinery and operators to build pathways, the display hall, enlarged parking areas, etc. We own the following machines that are permanently on site: D6 Bulldozer, 2 Backhoes, Wabco Self Elevating Scraper, 27.5 tonne capacity mobile crane, 17 tonne capacity mobile crane, road grader, tip truck, road prime mover, quad-axle low loader, tri-axle semi trailer, etc.

There is no point in saving heritage items for preservation, unless those items are ultimately made accessible to the public, for their education and enjoyment. Public access to the Museum site is already available for coach loads of people. We regularly admit school groups and other coach loads of people. This "limited" opening will accelerate, as the required facilities are each in turn completed. One of the intentions is to place all of the collection and therefore the public viewing of the exhibits, under cover. A modern, all steel construction, display hall has been designed specifically for the site, 94 metres wide covering 16 tracks and over 400 metres long. This building will be constructed in 40 metre long stages, as funds permit, ultimately covering all of the collection. The display hall and associated infrastructure will allow us to pursue the standard of preservation that is in evidence at the National Railway Museum at York in England, a standard to which our Members aspire.

THE STEAM TOURIST RAILWAY OBJECTIVE

The excitement of steam locomotives can really only be appreciated when they are seen, heard and smelt in action. The sound of a steam locomotive's whistle and the sight of a plume of smoke in the distance are fond memories for many, and yet they are experiences that many younger folk have yet to enjoy.

The Dorrigo Line - Perfect for a Steam Tourist Railway

It is the Museum's firm belief that a Museum should be more than just a collection of static equipment. DSR&M's second major objective is to operate a public steam locomotive hauled tourist train service from Dorrigo Station, adjacent to the Museum. There are many features of the line from Dorrigo to Ulong which make it hard to beat as a line on which to operate public steam tourist train services;

- The Museum's activities are completely divorced from commercial railway operators.
- The line is complementary to the Museum principle, as it's method of construction, signalling, etc. is of a bygone era.
- All sidings, stations, signal boxes, bridges and other structures remain basically intact.
- Steam locomotive facilities such as turntables, watering facilities and de-ashing pits are generally intact.
- Dorrigo is a popular tourist region accessible from both the New England area as well as from Coffs Harbour and the North Coast generally.
- The line runs through some of the most scenic countryside in the state, including a great deal of State Forest. Bridges and waterfalls abound.

The Feasibility Study undertaken for the Museum project confidently predicts visitor numbers in excess of 250,000 per year. Dorrigo was chosen as the site for the Museum for a wide variety of reasons, but in part because we considered the Dorrigo Branch Line to be the most scenic, intact, line in N.S.W. The Dorrigo line retains its historic character, of a typical N.S.W. country branch line.

Public services will originate and terminate at Dorrigo, operating to a variety of destinations on the line. A choice of services will enable members of the public to travel on the journey that best suits their budget and the time they have available.

Equipment and Materials for the Maintenance of the Line

The capacity to provide for the ongoing operation of the planned services has been of paramount concern to DSR&M. The Museum has secured an adequate number of suitable steam locomotives and carriages, in good order, to maintain these services over a very long period. DSR&M also has substantial and comprehensive stocks of spare parts, specialised tools and workshop machinery, unobtainable anywhere else, which are essential to ensuring the continued operation of trains. Over 1000 tons of coal, sand, oil and other consumable items are already in stock, ready for the start of public services.

As for the line itself, DSR&M has, through years of effort, acquired a comprehensive range of equipment and other requisite materials to ensure the permanent maintenance of the Dorrigo branch line. This equipment and associated materials has a replacement value in excess of one Million dollars, and includes:

- Stocks of sleepers and rails.
- 5 bogie ballast wagons to discharge rock ballast onto the track during maintenance of the line.

- A ballast plough wagon to distribute the ballast evenly over the track.
- A ballast regulating machine to plough and sweep the ballast to the correct profiles.
- A ballast tamping machine to pack ballast beneath the sleepers and vertically align the track.
- A rail mounted brush cutter to control line side vegetation.
- A rail mounted mobile crane for bridge maintenance.
- Various air and hydraulic machines for drilling sleepers, cutting rails, driving dog spikes, etc.

With this equipment and associated infrastructure, DSR&M has the capacity to carry out track restoration and maintenance work on the line to a standard superior to that experienced when the line was in regular service.



Reclaimed track work re-installed on site at Dorrigo.

Spin-Off Employment Opportunities and Other Benefits for the Region

A University of New England Feasibility Study into the Museum project at Dorrigo, speaks in glowing terms of its viability. It forecast 250,000 visitors annually, it noted its ability to support full time paid labour, the fact that Dorrigo is in a very high tourist visitation area and numerous other attractions close by. The fact that the line runs through State Forest and National Parks, will enhance its viability. The adjacent World Heritage listed Dorrigo National Park boasts 200,000 visitors per annum, so at least that many tourists already visit the town.

Once established, the project will support a number of full time employees, selected for their specialised skills and strongly supported in their work by unpaid volunteers. The spin off employment opportunities will, of course, be far greater, especially in the accommodation, transport, food and general retail industries. The North Coast region and especially the Coffs Harbour / Dorrigo area will have the potential to reap enormous economic benefits from the establishment of the Museum.

When the public visit our collection, they are in awe at the meticulous detail that we have gathered together so that the exhibits are interpreted in an authentic and educational way. They can therefore better appreciate the heritage significance of the exhibits. It is tipped that our Museum and associated heritage train journeys for the public will become the major regional attraction between Sydney and Brisbane. The items that we have requested in this EOI, have been carefully chosen so as to enhance the existing collection and fill significant gaps, allowing even better understanding of railway development in N.S.W.

ONGOING VIABILITY OF THE MUSEUM

The University of New England's Feasibility Study into the Museum project at Dorriggo, speaks in glowing terms of it's viability. It forecast 250,000 visitors annually, it noted it's ability to support full time paid labour, the fact that Dorriggo is in a very high tourist visitation area and numerous other attractions close by. The fact that the line runs through State Forest and National Parks, will enhance it's viability. The adjacent World Heritage listed Dorriggo National Park boasts 200,000 visitors per annum, so at least that many tourists already visit the town.

The Museum's Members have donated well over Seven Million Dollars and several million man-hours since 1974, to achieve our objectives. We currently raise over \$3,500 per week out of our own pockets and this figure is rising. Public admissions to the site are now adding external revenue to these figures and this will only accelerate as each further stage of public opening is reached. Dorriggo is in a very popular tourist region and patronage is guaranteed.

We are proud of the fact that we own our site. We own (with clear title) 53 acres of land at Dorriggo which is the Museum site. We raised the \$490,000 required to purchase this land, by Members' donations. We also own 600 acres of land comprising the 35 kilometre long "top half" of the Dorriggo Branch Line. Owning both the Museum site and the branch line provides us with security of tenure. This security gives our Members the confidence that is necessary to put their heart, soul, labour and funds into the project.

In 1974/1975 we purchased 9 steam locomotives from the Public Transport Commission of N.S.W. for \$52,000; a lot of money then. More recently, in 2006/2007, we paid Allco/Silverton \$264,000 to purchase 3 electric locomotives and 3 freight wagons. We are proud of our ability to raise very large sums of money to enable the preservation of N.S.W. Heritage items. In this case, all 3 locomotives and 3 freight wagons would have been scrapped, including the unique tri-bogie electric locomotive 8650.

The Museum's assets are conservatively valued at well in excess of \$15 Million.

Many of the previous sections of this EOI demonstrate that we have the proven long term viability, the resources, the assets, the resourcefulness, the commitment and above all the passion, to continue preserving N.S.W. railway history and presenting it to the public in an educational, informative and entertaining way. The point that we are making is that we are a very financially viable organisation and we have been so continuously since formation in 1974.

For example, perusal of the recent photographs of Locomotives 6039 and 5069 in the Museum at Dorriggo, demonstrates our point. These 2 locomotives were purchased by our Museum in 1974 and have been maintained in working order, indeed in authentic N.S.W.G.R. condition, continuously for 34 years. They typify our passion for looking after the collection that we have preserved, for the benefit of future generations.

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SECURITY AND INSURANCES

This Museum has held Public Risk Insurance to the value of \$10 Million since 1974 covering all of N.S.W., including the Museum owned land at Dorrigo where the items would be stored. In that 34 years, we have not suffered any incident warranting a claim on this Insurance policy.

The Museum holds Volunteer Workers Insurance to cover our Members when they are working for the Museum, covering all of N.S.W. This policy includes, death and injury coverage, wages replacement, hospital, ambulance, etc., etc.

From time to time, our Museum has sought quotes from Insurance brokers to Insure Exhibits against destruction by fire for example, but we have always found the premiums to be prohibitive. However, as a safeguard against risks to our irreplaceable collection due to fire, flood, theft, etc., over the years, we have made policy decisions that protect the exhibits in numerous other ways.

For example, when we considered at which end of the Dorrigo Branch Line we would establish the Museum display, we chose Dorrigo, in preference to Glenreagh for a range of reasons, three of which were:

- (a) Glenreagh is prone to severe flooding, Dorrigo is not.
- (b) Glenreagh is in a bushfire prone area, Dorrigo is not.
- (c) Dorrigo has both town and bushfire brigades, Glenreagh has only a volunteer bushfire brigade.

Smoking is not allowed on Museum property.

The Museum display hall has been designed of all metal construction to eliminate all possibility of the building contributing to a fire. Furthermore, a fire fighting sprinkler system and smoke detectors are incorporated into the design of the display hall.

On the Museum display site, wooden vehicles are interspersed with steel vehicles to prevent the spread of fire if one starts. All of the tracks that make up the Museum display area are placed in pairs, with 14 feet wide corridors between each pair of tracks. This allows easy access for fire brigades or ambulances, as well as making it very easy to supervise the entire site.

There are 4 residences on the Museum owned land, 2 on the eastern side and 2 in the middle. One of these houses is occupied by the Manager and his family, giving security to the site 24 hours a day, 7 days per week. The other 3 residences are used to accommodate Members who come to the Museum to work. Because there are Members here almost continuously, a high degree of security is provided against fire, theft and vandalism.

The Museum received \$60,000 in N.S.W. State Government funding with which to construct a high security fence around the Museum site. With \$25,000 of Museum funds added, over \$85,000 has been spent on this security fence that has further enhanced protection against fire, theft and vandalism.

We also think that it is important that the Museum has exclusive use of the site (because we own it), giving a much higher degree of security, because there are not multiple users on the site. In other words, all activities on the site are Museum activities and much easier to control, supervise and regulate.

EXPRESSION OF INTEREST - ENFIELD PEDESTRIAN BRIDGE

PEDESTRIAN FOOTBRIDGE INFORMATION

The DSRM is very keen to preserve the footbridge within our Museum at Dorrig, in authentic condition, accessible to and used by the public, forever. We are only too happy to accept the footbridge and enter into an agreement with Sydney Ports that we would re-erect, repair and permanently preserve it for the public's use and education.

We understand that a condition of the ILC at Enfield Project Approval states:

"The Proponent shall relocate and maintain the Pedestrian Footbridge, if feasible, to an appropriate location within the site, determined in consultation with the NSW Heritage Office. Where the Pedestrian Footbridge cannot be feasibly relocated within the site, the Proponent shall arrange for the relocation of the Pedestrian Footbridge to an external heritage organisation, determined in consultation with the NSW Heritage Office."

and will comply with the relevant requirements of this condition.

We have read Sydney Ports' Heritage Interpretation Plan and Strategy for the ILC at Enfield site and are happy to comply with the requirements set out in this document in relation to the relocation, storage, repair, reinstatement and maintenance of the footbridge.

Public benefit of relocating the footbridge to DSRM

The footbridge would be permanently preserved at our facility. The footbridge would be used by the public, so that they can appreciate its construction and use. Details of its former use and location would be provided with the aid of photographs.

Proposed location within DSRM

The footbridge will be rebuilt at the northern end of the Museum site and used to join the concrete pathways that are being constructed between the twin rows of exhibits. If possible, it is proposed to make the footbridge trafficable. The public would then have the choice of crossing the twin tracks using either the ground level concrete footpaths or the footbridge.

The footbridge will eventually be housed under cover within the proposed museum display building, thus enabling it to be permanently preserved. The "concrete cancer" that is one of the current problems would not reoccur once it is under cover.

Refer to our web site at www.dsrm.org.au where a great more detail of our Museum can be found including photographs of the site where the footbridge would be rebuilt.

'Fit' of the footbridge in the context of DSRM's current exhibition

All of our 180 freight wagons would have passed beneath the Enfield footbridge when they were in Government service. All of our Government Steam and most of our Government diesel and electric locomotives would have shunted beneath the footbridge. The DSRM also houses a number of items previously relocated from the Enfield site including shipping containers, overhead wiring structure portals, water tank and wagon lifting cradle. Therefore the footbridge has an excellent fit and relates well to the DSRM's current exhibits.

Storage prior to reinstatement

Once the bridge is placed onto the Museum site we will review the structural steelwork to assess its condition and undertake preventative maintenance and weatherproofing (conservation) to arrest further deterioration of the item.

This would include the arrest of rust by treatment with anti-corrosion paints and compounds, repair of rust holes, etc. The footbridge would be stored on the site for a couple of years while we raise the necessary funds to properly restore and rebuild it. It would be stored in close proximity to the site where it will be rebuilt. The steelwork framing will be stored in a position which is raised off the ground.

Method statement for the reinstatement of the bridge

We would submit a detailed Development Application to the local Shire Council, which may require a structural engineer to certify its adequacy. We would pour new concrete footings, faithful to the originals at Enfield. We would remove damaged wooden handrails and posts to be replaced by new timbers and reinstate any original timbers in acceptable condition. We would document the concrete stairs and walkways and, where necessary, remove and replace the concrete cancer riddled decks and treads.

All steelwork would be sand blasted, primed and painted in appropriate metal preserving paints, faithful to the grey used by the Government Railways on all of their steel bridges and other structures. The bridge would be rebuilt to its original style, new concrete laid in and commissioned as part of the display.

Maintenance

Our Museum has 36 years of experience in conserving railway items. In this period of time we have developed tried and proven methods of caring for our exhibits. The maintenance plan for the bridge would include periodic inspections (refer table below), in accordance with the requirements of Sydney Ports' Heritage Interpretation Plan and Strategy to ensure that the bridge remains in good order and does not deteriorate further. Ongoing maintenance /repairs may include sandblasting and painting of steel work, maintenance of wooden components, etc, as required. It is likely that the bridge would eventually be encompassed within the display building and would therefore need very little maintenance once this is achieved.

Footbridge Element	Inspection Required	Minimum Inspection Frequency
Generally	Inspect the steel structure for any signs of rusting or cracking of the concrete walkway and steps	yearly
Concrete walkway	Inspect drainage holes for any blockage	2 years
Timber balustrades	Inspect for termites or rot as well as support fixings	2 years
Foundations and footings	Inspect for any movement or subsidence	3 years
Accessory attachments	Inspect for rusting connections between the light poles, insulator connectors	5 years
Steel structure	Using access equipment, close inspection of the steel components, particularly of the joints and the soffit of the concrete walkway	10 years

Expression of Interest - Enfield Pedestrian Footbridge

A handwritten signature in dark ink, appearing to read 'Keith Jones', is written over a horizontal line. The signature is fluid and cursive.

23 / 6 / 2010

Managing Director
Keith Jones

Date

Intermodal Logistics Centre at Enfield

Appendix C: Department of Planning and Heritage Council of NSW - Consultation

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Contact: Lisa Chan
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Fax: 02 9228 6355
Email: lisa.chan@planning.nsw.gov.au
Our ref: S99/00601/13
Your ref: SPC ILC OG0455

Enfield Intermodal Logistics Centre (05_0147)
Relocation of Pedestrian Footbridge (Condition 2.37)

The Department has reviewed the request and advice from the Heritage Branch, and the Director-General is satisfied the proposed changes are acceptable and consistent with condition 2.37 of the approval. The Proponent can therefore revise the HIPS and carry out the works as described in the correspondence, subject to the relocation and reinstatement of the bridge in its entirety to the Dorrig Steam Rail and Museum and appropriate interpretation installed at the Enfield Railway Marshalling Yards, as recommended by the Heritage Branch.

Yqurs sincerely

Daniel Keary
Director
Infrastructure Projects
as delegate for the Director-General

[illegible]



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File: 10/14294
Our Ref: B146400
Your Ref: MP 05 0147

[illegible]

Dear Mr Zaczekiewicz

RE: ENFIELD INTERMODAL LOGISTICS CENTRE, RELOCATION OF BRIDGE

I am responding to your correspondence seeking advice on the modification to Condition of Approval 2.37 of the Project Approval for the construction and operation of the Enfield Intermodal Logistics Centre at the Enfield Railway Marshalling Yards; condition 2.37 states:

The Proponent shall relocate and maintain the Pedestrian Footbridge, if feasible, to an appropriate location within the site, determined in consultation with the NSW Heritage Office. Where the Pedestrian Footbridge cannot be feasibly relocated within the site, the Proponent shall arrange for the relocation of the Pedestrian Footbridge to an external heritage organisation, determined in consultation with the NSW Heritage Office.

Based on subsequent investigations significant difficulties have been identified associated with the relocation of the bridge within the Enfield site including:

- Public safety and security at the proposed location within the site;
- Ongoing problems with vandalism;
- The high cost of restoring the bridge to allow compliance with the BCA and making it trafficable.

It is understood that the Dorriggo Steam Railway and Museum (DSRM) has expressed interest in relocating the footbridge to its facilities at Dorriggo where the Museum collection comprises of over 65 locomotives, 300 carriages and wagons and over 20 railmotors. The DSRM intends to preserve the footbridge undercover at the northern end of the museum site and allow public access. It is also proposed to install interpretation of its former use and location.

The proposed relocation is consistent with the conditions of consent and represents an acceptable option for the preservation of this structure. The interpretation to be installed at the DSRM is considered a positive step. It is recommended that appropriate interpretation be installed at the Enfield Railway Marshalling Yards to reflect the fact that the bridge was once located at this site.



Heritage Council

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If you have any questions regarding the above matter please contact Gary Estcourt at the Heritage Branch on (02) 9873 8562.

Yours sincerely



04/08/2010

Vincent Sicari
Manager
Conservation Team
Heritage Branch
Department of Planning