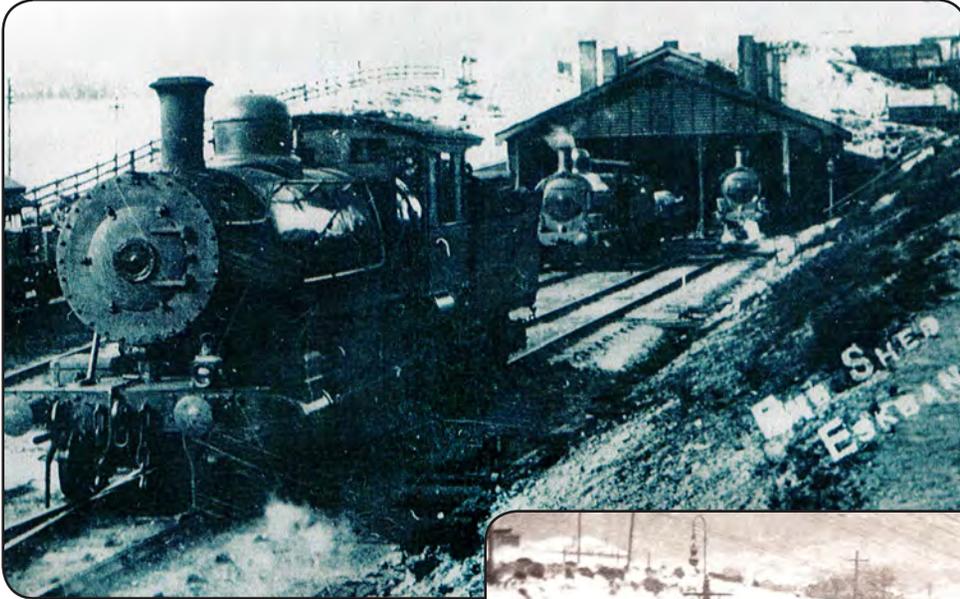


# ESKBANK RAIL HERITAGE CENTRE BUSINESS PLAN 2014

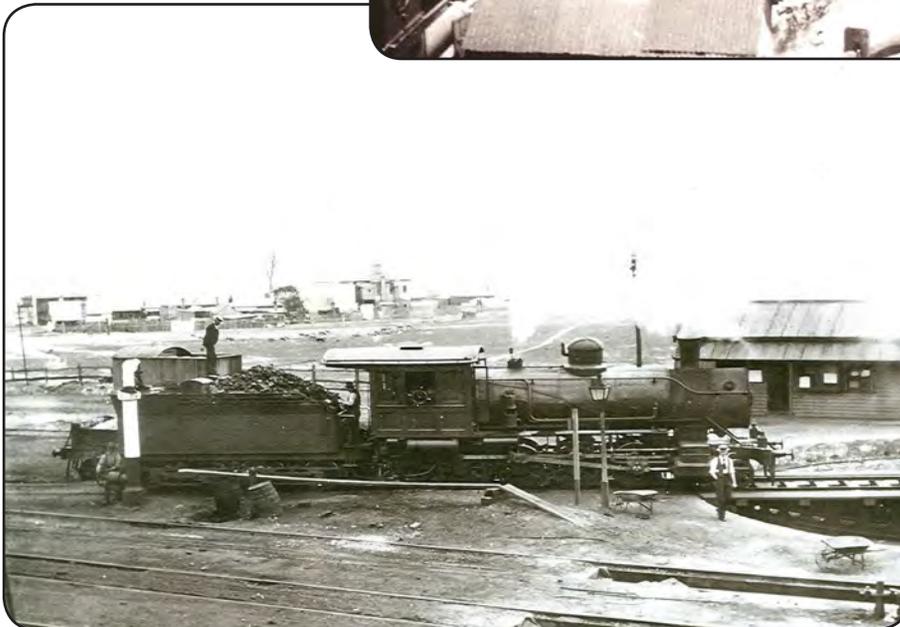
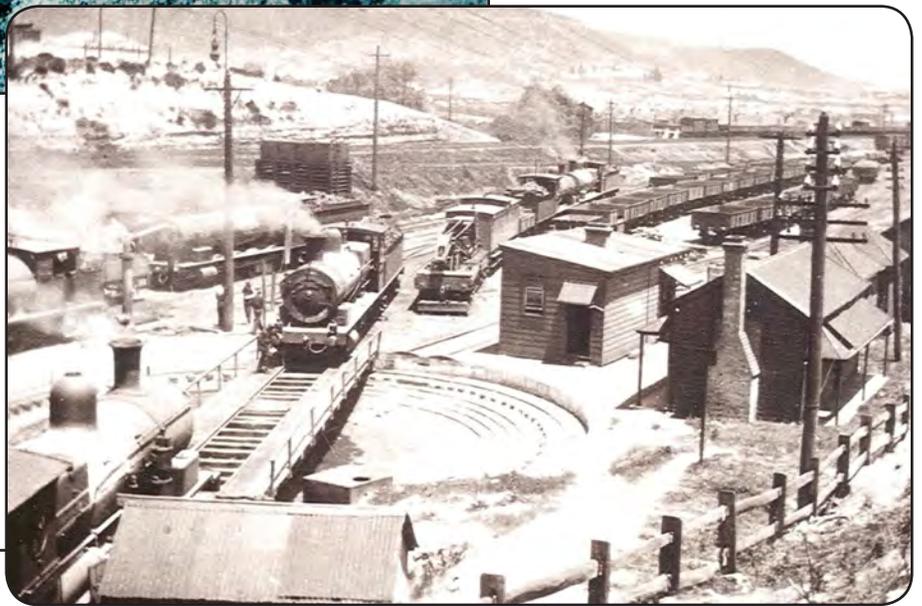


Presented by A.P. SHEERE CONSULTING  
on behalf of COC Ltd



Eskbank Locomotive Depot  
3 Road Running Shed, 1910

Eskbank Loco Depot  
showing turntable in  
action, 1919



'J' Class Deashing at  
Eskbank Depot, circa  
1900

# CONTENTS

<b>1.0 The Business</b>	<b>4</b>
1.1 Key Business Characteristics	4
1.2 Background history	4
1.3 Organisation charts	6
1.3.1 COC Limited Board Structure	6
1.3.2 COC Limited Company & Business Unit Structure	6
1.3.3 Eskbank Rail Heritage Centre Committee Structure	7
1.4 Project Summary	8
1.5 Project location	8
1.6 Project partners	9
1.7 Personnel	10
1.8 Services	10
1.9.1 Unique selling points	12
1.9.2 Anticipated demand – museum	12
1.9.3 Anticipated demand – workshop facility	13
1.9.4 Insurances	13
<b>2.0 Operations</b>	<b>14</b>
2.1 The Eskbank Locomotive Depot and Museum	14
2.2 Maintenance facility	14
2.3 The Market	14
2.3.1 Museum sector	14
2.3.2 Wagon maintenance yard – under a leasing arrangement	15
2.4 Customers	15
2.4.1 Museum	15
2.4.2 Wagon maintenance facility customers	16
2.5 S.W.O.T analysis	16
2.6 Competition	16
2.6.1 Museum competitors	16
2.6.2 Wagon Maintenance facility competitors	16
2.7 Advertising & promotional strategy	16
2.7.1 Museum	17
2.7.2 Wagon maintenance facility	17
2.8 The Future	17
2.8.1 Mission statement	17
2.8.2 Goals and Objectives	17
2.9 Action Plan	18
2.9.1 Background to the Project's Action Plan	18
2.9.2 Eskbank Rail Heritage Centre's key areas	18
2.9.3 Work already undertaken at the Eskbank Precinct	19
2.9.4 Priorities for the Development of the Eskbank Wagon Maintenance Facility and Museum	20
<b>3.0 Finances</b>	<b>21</b>
<b>4.0 APPENDIX A - Development Plans for Eskbank Locomotive Depot - Museum and Wagon Maintenance Facility and Eskbank Platform extensions</b>	<b>24</b>
<b>4.0 APPENDIX B - Development Cost Analysis for Eskbank Locomotive Depot - Museum and Wagon Maintenance Facility</b>	<b>30</b>
<b>4.0 APPENDIX C - Preliminary Construction Program for Eskbank Locomotive Depot - Museum and Wagon Maintenance Facility</b>	<b>31</b>
<b>4.0 APPENDIX D - Asset Maintenance Plan and Program Estimates for the Restoration of the Eskbank Station Precinct</b>	<b>32</b>
<b>4.0 APPENDIX E - Platform Extensions at Eskbank Station</b>	<b>60</b>
<b>4.0 APPENDIX F - Letters of Support</b>	<b>65</b>
<b>4.0 APPENDIX G - Miscellaneous Documentation</b>	<b>90</b>



**COC Limited - Committed to Sustainable Rail Heritage**

## 1.0 The Business

This business plan covers the development of a working railway museum showcasing Lithgow's early railway heritage and includes a tourist train linking the Eskbank Precinct with a number of historically important sites such as Blast Furnace Park and the Lithgow State Coal mine via the State Mine branch.

In addition to this there will be a modern wagon maintenance facility incorporated into the museum complex to provide support and financial assistance to keep the integrated development viable. This arrangement by marrying business with heritage is the key to ensuring that rail preservation has a sustainable future and is not continually reliant on government handouts to survive.

### 1.1 Key Business Characteristics

Business name	COC Limited
Trading name	Eskbank Rail Heritage Centre
Registered location	New South Wales
Business structure	Not for profit company limited by guarantee
Website	<a href="http://www.coclimited.com.au">www.coclimited.com.au</a>
Other	Registered for GST
Chairman and principal contact	Michael Wilson
Tel	02 63513437 or 0427455580
Email	<a href="mailto:pullman1@bigpond.com">pullman1@bigpond.com</a>

### 1.2 Background history

In 2006 the Office of Rail Heritage (OHR) came into being. Its sole aim was to administer Railcorp's Strategic Rail Heritage plan and the funding that came with it.

Six rail heritage precincts were created across the state with Eskbank being named as one of them. At the same time the newly formed Lithgow State Mine Railway Ltd had just negotiated a long awaited lease over the Eskbank station buildings.

In 2007 the OHR commissioned a Conservation Management Plan which covered the entire Eskbank Yard including all buildings and structures plus the 3 kilometre long State Mine Branch line.

The CMP also included maintenance schedules and restoration costing's for all aspects of the buildings. Unfortunately since then and despite the CMP the

OHR did very little in terms of undertaking restoration or developing the area to its former glory.

Work completed to date has essentially been done by members of the LSMR, work for the dole programs and has been strongly supported by Lithgow City Council. Today the area is administered by the new group Transport Heritage NSW.



## ESKBANK RAIL HERITAGE CENTRE



In 2009, COC Limited was registered with ASIC as a community based not for Profit Company, Limited by Guarantee and is chartered with preserving, protecting and promoting Lithgow's vast railway and industrial heritage.

At the present time the organisation is tasked with spearheading the development of two major projects for the area, the Eskbank Railway Heritage Precinct and the Wolgan Valley Railway Walking and Cycling Track. Both of these developments have the potential to stimulate economic development through employment and tourism opportunities.

COC Limited also registered the Eskbank Rail Heritage Centre as a business name to promote and develop the Eskbank Precinct which also includes the State Mine Branch.

The organisation is also capitalising on a number of opportunities which have arisen to promote and develop an economic base in the rail sector through rail maintenance and heritage tourism.

These include:

- The establishment of a railway servicing and maintenance facility at the Lithgow State Mine site in conjunction with Elderton Engineering Services and Southern Shorthaul Railroad.
- Working with the Lithgow State Mine Railway and the above mentioned partners to establish a tourist train operation on the State Mine branch, utilizing the Eskbank Goods Shed and Station area as the terminus.
- To develop Lithgow as a destination of choice for tourists wanting to experience heritage and industrial based tourism. They will also understand why Lithgow was known as the "Birmingham of Australia" at the turn of the last century.
- Establishing a new railway museum on the site of the original locomotive depot called the Eskbank Locomotive Depot and Museum,

**With these initiatives under development it has now become imperative that Eskbank Station and other elements of the Precinct are restored.**

Once restored Eskbank Station would house a photographic display showing the important role the railway played in developing the town. It could also become an operational base for passengers connecting with the ZigZag Railway and steam shuttle services to Wallerawang and Newnes Junction on a regular basis.

It would also allow an opportunity for inbound tourists to spend more quality time in Lithgow, travel on the State Mine branch and explore other attractions our area has to offer.

By rebuilding the Eskbank Locomotive depot and establishing it as a living museum it will cater for rail operations on the State Mine Branch as well as providing servicing facilities for visiting rail heritage operators passing through the area.

The incorporation of a modern wagon maintenance facility as part of the museum complex will provide an income stream to further develop the site and provide for the ongoing maintenance of the area.

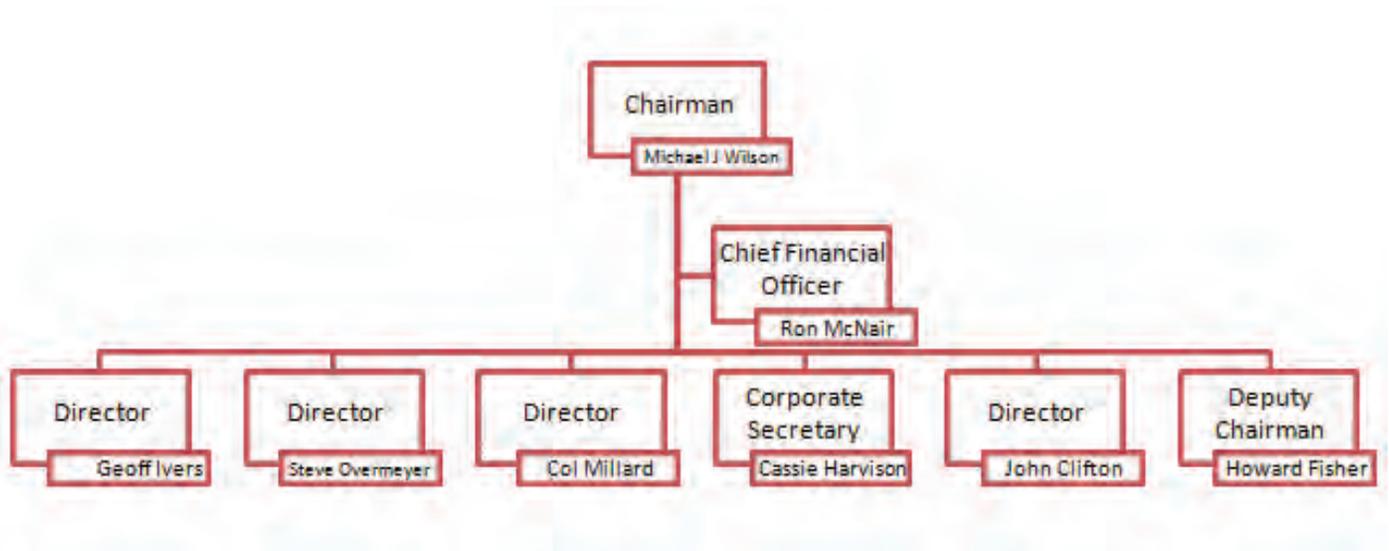




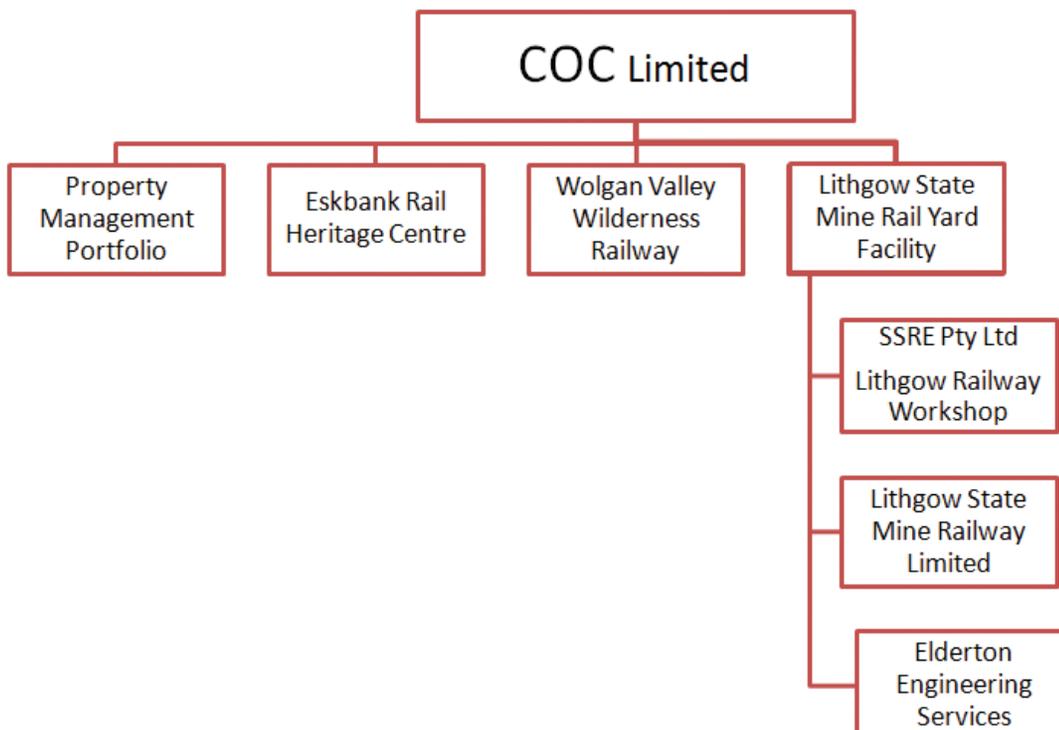
**COC Limited - Committed to Sustainable Rail Heritage**

**1.3 Organisation charts**

**1.3.1 COC Limited Board Structure**



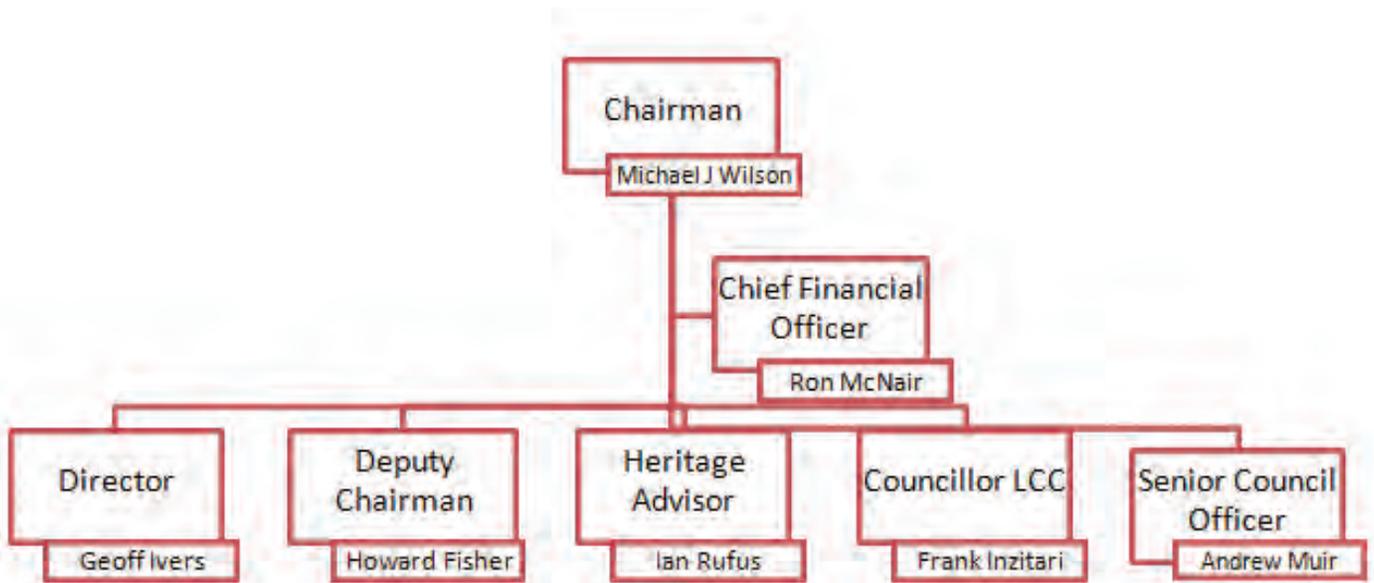
**1.3.2 COC Limited Company & Business Unit Structure**



# ESKBANK RAIL HERITAGE CENTRE



## 1.3.3 Eskbank Rail Heritage Centre Committee Structure



# ESKBANK RAIL HERITAGE CENTRE



## COC Limited - Committed to Sustainable Rail Heritage

### 1.4 Project Summary

The Eskbank Rail Heritage Centre covers a large area geographically located in the western end of the valley and sits at the front door of Lithgow's CBD.

The Eskbank Railway Station and Goods Shed complex once restored will become the alighting point for passengers taking a rail journey up the State Mine Branch or along the mainline. The Station building will house a photographic collection showcasing the area and will also house the Operations Officer for the railway as well as the ticketing office.

However, the corner stone of this project relies on the establishment of a fully equipped, modern railway workshop building which will handle all facets of wagon maintenance including wheel turning as well as providing storage for the museum's rollingstock and locomotives.

Ancillary to this will be the establishment of the railway museum component of the Eskbank Locomotive

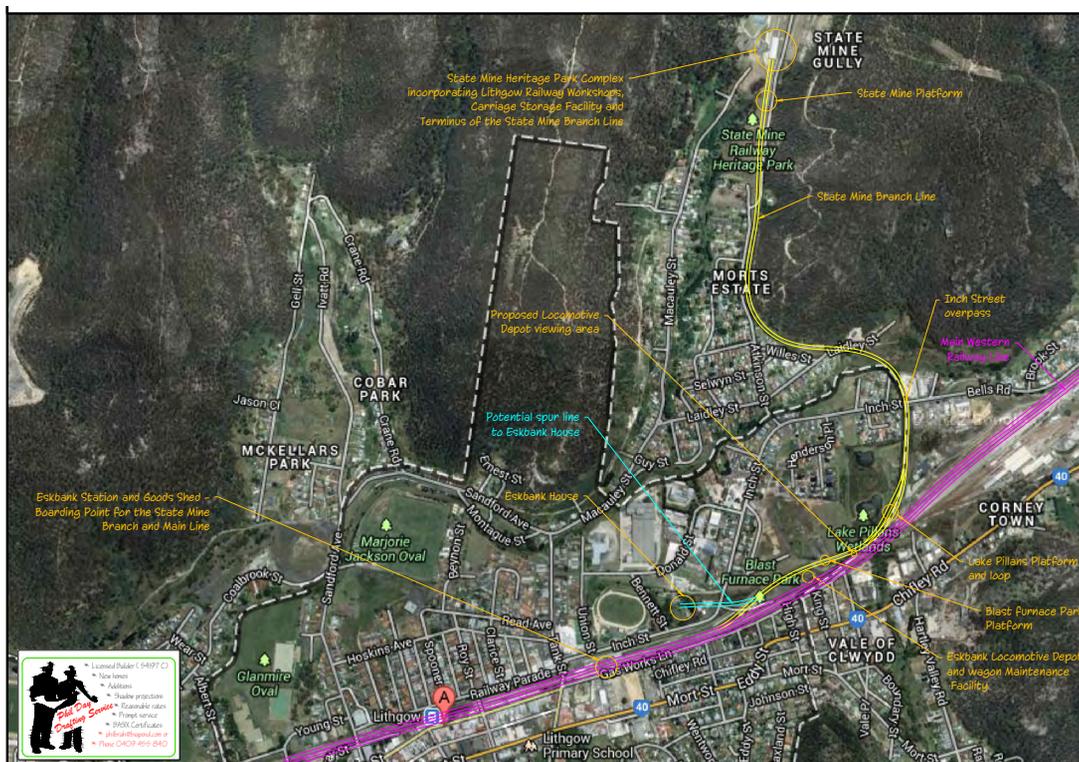
Depot and Musuem which will see the erection of a replica running shed and the installation of a turntable on the site of the original Eskbank Locomotive Depot. This will provide an opportunity to develop a working museum to showcase Lithgow's unique rail heritage and will create a synergy with other tourist attractions in the vicinity to encourage visitors to prolong their stay in the town.

It should be noted that this plan represents an initial draft and that in future, separate business plans for each operation may need to be developed in greater detail.

### 1.5 Project location

The facility is to be built in the eastern end of the Eskbank Goods Yard in Lithgow. This site forms part of the much larger historic Eskbank Rail Precinct and has been under Licence to COC Limited from RailCorp since 1996.

Locality map showing Eskbank Rail Heritage Complex and State Mine Branch



## ESKBANK RAIL HERITAGE CENTRE



### 1.6 Project partners

#### a. Lithgow State Mine Railway Limited (LSMR)

LSMR will be the accredited rail operator for tourist rail operations on the State Mine Branch and elsewhere. They were successful in partnering with Lithgow City Council in 2001 to secure grant funding under the Centenary of Federation program. The application was successful and \$750,000 was spent on earthworks, site drainage, and heritage excavation on the Eskbank depot site as well as the installation of the rail infrastructure in the Eskbank Yard.

#### b. Southern Shorthaul Railroad and Elderton Engineering Services Pty Ltd (LRW)

Is a partnership between Southern Shorthaul Railroad and Elderton Engineering Services Pty Ltd. They operate the Lithgow Railway Workshop (LRW) located in the facility at the State Mine site. LRW provides COC Limited / LSMR with a range of services on its locomotives and rollingstock including maintenance and assistance with restoration on a pro bono basis.

LRW also maintains the rail infrastructure in the Eskbank Yard and on the State Mine branch line including the two bridges.

#### c. RailCorp Property (owners of the Eskbank Goods Yard)

The State Mine Branch line and the Eskbank Yard have been held under 3 separate licence agreements by our organisations and affiliates (GLMM Inc and LSMR) from RailCorp since 1994,1996 and 2006 respectively. All three Licence Agreements are now amalgamated into one Licence Agreement and issued to COC Limited.

In 2011 after a number of years on the drawing board Railcorp installed a ground frame with an electric release located in the Eskbank Signal Box. The value of this work was in the vicinity of \$85,000 and means that all rail movements in and out of the Eskbank Yard are unfettered. Prior to this, arrangements had to be made with Network Control 21 days in advance to allow for the points to be opened manually.

#### d. Lithgow City Council

Are the owners of a parcel of land adjoining the Eskbank Goods Yard which when developed will provide the entrance and car park for the maintenance facility. LCC has been a major supporter of the Eskbank project since its inception.

#### e. Southern Shorthaul Railroad (SSR)

SSR is a major partner to COC Limited through its connections with the maintenance facility at State Mine and the proposed wagon maintenance centre to be developed as part of the museum complex at Eskbank.

SSR also shares COC Limited's vision to build a sustainable rail heritage tourism experience in Lithgow. They are providing LSMR with the Safety Management Plans and other documentation to facilitate LSMR to become an accredited rail operator. This will enable tourist operations to run from the Eskbank Rail Heritage Centre up the State Mine branch and on to destinations beyond.



**COC Limited - Committed to Sustainable Rail Heritage**

**1.7 Personnel**

The proposed wagon maintenance facility at Eskbank will create 10 new positions initially however this number is expected to increase in time. There is also a possibility for a training centre focused on rail based trades for young people which will be established as part of the workshop operations. By relocating the Museum component from the Lithgow State Mine site, it will enable the Lithgow Railway Workshop (LRW) to expand into other work which cannot be undertaken at the present time due to physical space constraints.

This potential new work at the LRW will create an additional 10 permanent new positions in addition to the existing 15 staff currently employed. A number of these new roles will be filled by candidates who were previously long-term unemployed. Paid staff as well as volunteers will also be required to manage and operate the Eskbank Locomotive Depot and Museum when completed.

**Volunteers**

The organisation currently has around 60 registered volunteers who give their time to various aspects of work from general ground and site maintenance to painting and working on the locomotives and carriages.

Land holdings are extensive and consequently most volunteer labour is required to help maintain these areas and keep them in good order.

The organisation is also a registered agency to host Work for the Dole schemes and programs run for disabled young people who have difficulty getting full time employment or skills to get them employed. Participants under these government sponsored schemes work side by side with our volunteers.

The Eskbank Locomotive Depot of this project will be heavily reliant upon volunteers to fulfil it's role as a unique regional destination showcasing aspects of early railway life and activities. Additional projects will include developing a newsletter and membership program, website management, retail sales and general administration, etc.

**1.8 Services**

The proposed facility will be comprised of the following key elements:

- A working museum
- Wagon maintenance facility and apprentice training opportunities

**Museum – Eskbank Locomotive Depot and Museum**

Erected on the most eastern part of the Eskbank yard will be a replica engine shed together with the installation of a Sellers 60' turntable which has already been delivered to the site. This part of the development will faithfully recreate the Eskbank locomotive depot as it was built in 1886 and will house the museum's locomotives and rolling stock.

This area will become the centrepiece of a working museum dedicated to showcasing the history and the importance the railway played in developing Lithgow as the "Birmingham of Australia" at the turn of the last century.

The museum's collection will be made up of locomotives and rolling stock relocated from the Lithgow State Mine site to the Eskbank Locomotive Depot and Museum. Once established there is also the possibility of showcasing other preserved locomotives from the Rail Transport Museum on long and short-term arrangements.



## ESKBANK RAIL HERITAGE CENTRE



The Eskbank Rail Heritage Centre will have an additional tourist attribute in the form of a tourist train which will operate along the 3km of railway line from Eskbank Station through to the State Mine Heritage Park and Museum. In time rail operations to Wallerawang and Newnes Junction are also planned. This, along with the retail arm of the museum, will provide a regular incomestream for the whole operation.

### Eskbank Wagon Maintenance Facility

The wagon maintenance facility involves the erection of a purpose built building to undertake a broad range of maintenance activities on railway wagons and carriages. The building would be constructed with a heritage feel to reflect its surroundings and would contain a fully equipped workshop and a wheel lathe to undertake specialist profiling work on wheels and axles. General body repairs, brake system component overhauls in addition to monthly and yearly services will be carried out. A meal room, toilet and showers an office and training room would also be included.

A large part of the building will also house the Eskbank Locomotive Depot and Musuem's collection of carriages and rolling stock.

### Leasing of the wagon maintenance facility

The wagon maintenance facility will be leased to LRW to undertake wagon maintenance operations. LRW are currently operating a very successful locomotive servicing business at our facility at the State Mine site which was officially opened in December 2012.

The nature of the work to be undertaken at the Eskbank facility could include the following activities:

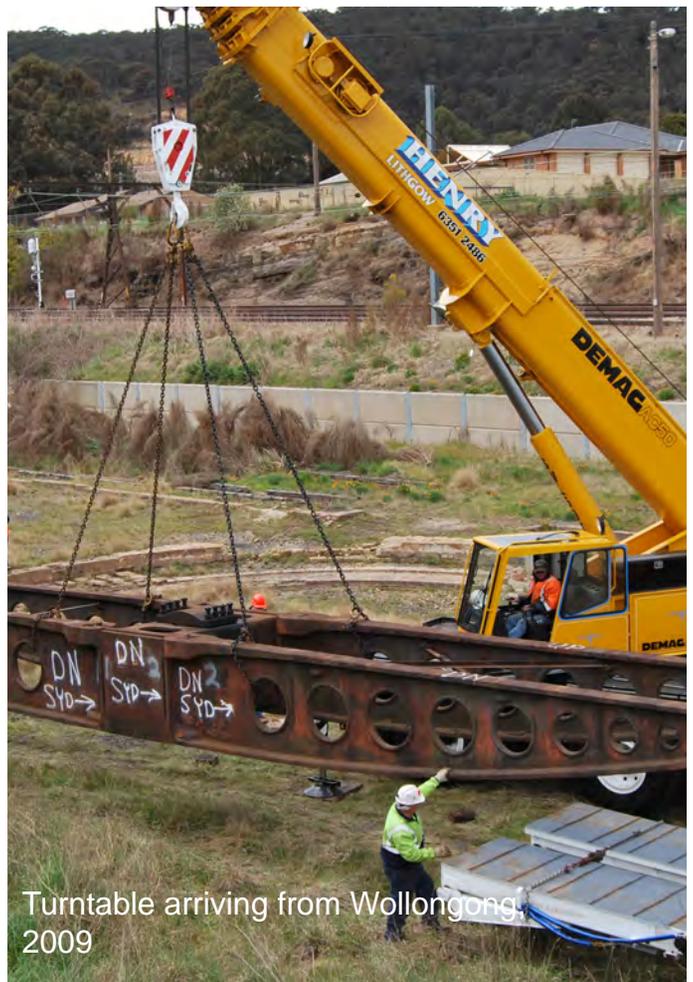
- 14 Day Inspections
- Monthly Inspections
- 24 Monthly Inspections including wagon lifting.
- Scheduled work on Auto couplers, Bogies, wheel change outs and bearing exchange.
- Wagon Body Repairs
- Bogie overhauls and change outs
- Air testing

- Air Brake component overhauls
- Washing and detailing locomotives and wagons

Currently bogie overhaul and wheel turning work is performed in Melbourne due to a lack of facilities in New South Wales.

### Apprentice training

The Wagon maintenance operations will provide opportunities for employment in the rail maintenance sector and for training of apprentices in rail trades addressing the recognised shortage of skilled tradesman in the rail maintenance field. LRW currently employs 4 apprentices.



Turntable arriving from Wollongong, 2009

## ESKBANK RAIL HERITAGE CENTRE



### ***COC Limited - Committed to Sustainable Rail Heritage***

#### **1.9 Market Position**

##### ***1.9.1 Unique selling points***

###### **Tourism**

This integrated industrial/heritage tourism development is unique to Lithgow and the greater region providing an attractive tourist attraction.

This project will provide a stable base and partnership for the development of a sustainable integrated rail heritage precinct specialising in rail heritage and industrial tourism. This is an area of tourism that has not yet been fully explored to realise its full potential.

The tourist train service linking Eskbank Station and Goods Shed to Eskbank House, Blast Furnace Park, Lake Pillans and the State Mine Heritage Park and Museum will be a unique attraction to both the local and regional area.

###### **Maintenance facility**

Provides opportunities for training of apprentices in rail trades.

By having both a locomotive and wagon maintenance facility located in Lithgow open to all rail operators, potentially puts Lithgow on the map as a serious provider for rail maintenance opportunities in regional NSW.

A well-established commercial rail industry partner (whose capital input to this development is listed elsewhere in this Business Plan), is also contributing to the maintenance costs of the rail infrastructure as part of its own business. Consequently, the museum's operating costs are kept well down compared to other comparable heritage rail facilities due to the fact that rail and equipment maintenance is one of the major costs of any such operation. This makes the viability of the ERHC's rail heritage operations much more achievable, realistic and sustainable over the long term.

The wagon maintenance facility and museum in the eastern end of the Eskbank Yard will allow the area to become a functional part of the overall Eskbank

Precinct. The area was recently identified as being strategically important in the Lithgow Cultural Precinct Study undertaken by Lithgow City Council in 2010.

##### ***1.9.2 Anticipated demand – museum***

Lithgow is just 2 1/2 hours drive from Sydney's CBD. Access is via the Great Western Highway through the Blue Mountains and the Bells Line of Road through the Hawkesbury Local Government Area. Lithgow is approximately 30 minutes drive from Katoomba, 40 minutes from Bathurst, 1 1/2 hours from Orange, 1 1/2 hours from Mudgee and 50 minutes from the Jenolan Caves. Lithgow is easily accessible to people via road and rail hence the museum is well placed to attract and receive visitors.

According to Tourism Research Australia, in 2011, the Lithgow LGA attracted an estimated 133,000 domestic overnight visitors, with these visitors staying 359,000 nights in the LGA. Between 2007 and 2011, visits to the LGA increased by 8.1%, while nights spent increased by 22.1%. Domestic visitors to Lithgow LGA spent in the order of \$39 million in the LGA in 2007.

This integrated industrial/heritage tourism development including the tourist train service is unique to Lithgow and the greater region providing an exclusive tourist experience.



## ESKBANK RAIL HERITAGE CENTRE



### Museum pricing strategy

To be developed but an example is provided below:  
Proposed museum admission fees:

- Adults \$5.00
- Seniors (62+) \$4.00
- Children (5-12) \$3.00

Proposed tourist train fares:

- \$20 per passenger

### 1.9.3 Anticipated demand – workshop facility

The proposed facility will relieve supply chain pressures for the mining sector by maintaining railway locomotives and wagons that are servicing the local coal mines. This will minimise downtime for mandatory wagon maintenance and addresses current market demand for the service.

Southern Shorthaul Railroad (SSR) through its 'operate and maintain' contract with Centennial Coal has 152 coal wagons to rotate through the complex immediately. This number will ramp up to 320 within 18 months. SSR also have 40 plus container flat wagons of their own which are currently being serviced elsewhere by another maintenance provider. They also have 42 wheat hoppers. Other work is also expected to be generated by rail operators as word of mouth promotes the availability of the facility (see item 2.3.2).

The specific type of rail maintenance work proposed for the Eskbank facility will involve both general and specialised bogie maintenance and wheel turning. As there are limited opportunities for this genre of work to be undertaken in NSW most of the major competitors are based in Victoria. At the present time this potential work for the Eskbank facility is going to Victoria.

### Workshop pricing strategy

Leasing terms are to be determined.

### 1.9.4 Insurances

#### Public liability insurance

COC Limited currently holds \$20 million in Public liability insurance.

### Business Assets

The project will involve the development of appropriate buildings and also the installation of rail infrastructure (e.g. sleepers, turnouts and ballast) to allow access into these buildings.

Business Assets in summary will include the following:

- Purpose built workshop
- Office amenities and lecture rooms
- Railway tracks and points
- Various locomotives





**COC Limited - Committed to Sustainable Rail Heritage**

## 2.0 Operations

### 2.1 The Eskbank Locomotive Depot and Museum

The museum will recreate the Eskbank locomotive depot as it was built in 1886 and will house the museum's locomotives and rolling stock. This 'working museum' will showcase the history and importance of the railway and its role in developing Lithgow into the industrial powerhouse that it once was at the turn of the last century.

The museum's collection will be made up of locomotives and rolling stock relocated from the Lithgow State Mine site to the Eskbank Locomotive Depot and Museum. The museum is also DGR compliant meaning it has tax deductibility.

#### Retail arm

This requires further investigation, however, in principal, the museum will be developed to provide retail opportunities to help generate income to assist with the ongoing viability of the facility. Local goods and art as well as railway memorabilia may be showcased plus a basic level of refreshments will be available for purchase by visitors.

#### Tourist train

The Eskbank Rail Heritage Centre will have an additional tourist attribute in the form of a tourist train running along 3km of railway line from Eskbank Station through to the State Mine Heritage Park and Museum. This along with the retail arm of the museum will provide a regular form of income.

#### Trading hours

Weekends initially.

#### Communication channels

Channels will include: telephone (landline/mobile), post box, shopfront, email, fax, internet blog Facebook page and website.

### 2.2 Maintenance facility

The wagon maintenance facility will be leased to LRW to undertake wagon maintenance to all commercial operators including heritage.

The proposed maintenance facility at Eskbank will involve capital investment worth \$2.9 million and will create new positions initially however this number is expected to increase in time. By relocating the Museum component from the Lithgow State Mine site, it will enable the Lithgow Railway Workshop (LRW) to expand into other work which cannot be undertaken at the present time due to physical space constraints.

The specific type of rail maintenance work proposed for the Eskbank facility will involve both general and specialised bogie maintenance and wheel turning.

#### Trading hours

To be determined by LRW.

#### Communication channels

Channels will include: telephone (landline/mobile), post box, shopfront, email, fax, internet blog Facebook page and website.

### 2.3 The Market

#### 2.3.1 Museum sector

#### Attendance

Approximately 4.5 million Australians (26% of the population aged 15 years and over) visited a museum in the 12 months prior to interview in 2009-10. This was significantly higher than the 23% who reported visiting museums in 2005-06.



## ESKBANK RAIL HERITAGE CENTRE



More than three quarters (76%) of all attendees reported visiting a museum once or twice in the 12 months prior to interview. Fewer than one in ten people (7%) visited a museum more than five times.

### Area of residence

The pattern of attendance across the states and territories was similar to that reported for art galleries. People living in the Australian Capital Territory (46%), Northern Territory (45%) and Tasmania (36%) had the highest attendance rates.

Statistically significant increases in museum attendance rates occurred in Victoria (up from 21% to 26%), Queensland (22% to 26%) and Tasmania (31% to 36%) between 2005-06 and 2009-10.

### Characteristics of visitors

Overall, females were more likely to visit a museum than males, with attendance rates of 27% and 24% respectively. The female dominance was reflected across the majority of age groups and, as was the case for art galleries, was more evident for people under the age of 25.

However, attendance rates for females and males aged 25-34 years were very similar for museums (26% for females and males) and art galleries (24% for females and 23% for males) which may reflect couple families with and without dependent children undertaking outings together.

Only persons aged 35-44 years showed a significant increase in attendance rates from 2005-06 to 2009-10 (up from 27% to 32%). (Source: ABS4172.0.55.001 - Perspectives on Culture, March 2011)

### Tourism in Lithgow

Tourism is significant contributor to the economy of Lithgow City Local Government Area (LGA). Destination NSW estimated that in year ending September 2011, 110,000 domestic visitors stayed overnight in Lithgow LGA with these visitors spending 275,000 nights in the City.

Direct expenditure by these visitors was estimated to be in the order of \$72 million. In addition there are



thousands of travellers each day that move through the LGA, with a high proportion of these travellers having a short transit stop within the LGA. (Source: Lithgow draft tourism strategy).

### 2.3.2 Wagon maintenance yard – under a leasing arrangement

SSR through its 'operate and maintain' contract with Centennial Coal has 152 coal wagons to rotate through the complex immediately. This number will ramp up to 320 within 18 months. SSR also have 40 plus container flat wagons of their own and 42 wheat hoppers which are currently being serviced elsewhere by another maintenance provider but could be brought to Eskbank if facilities were available.

Other work is also expected to come through the Eskbank facility from commercial and heritage rail operators as word travels because the facility will be open to all.

## 2.4 Customers

### 2.4.1 Museum

#### Key customers

The Museum will market to four distinct groups:

- Families with children
- Senior citizens and retirees
- School groups
- Railroad enthusiasts and hobbyists



## ***COC Limited - Committed to Sustainable Rail Heritage***

### **2.4.2 Wagon maintenance facility customers**

The Eskbank Wagon Maintenance Facility would be operated by LRW (the same operators of the locomotive workshop located at the Lithgow State Mine site). There are a number of players in the rail industry today and the Eskbank facility will be ideally located for most of them.

Potential users of the Eskbank Facility could include:

- SSR
- Railcorp (numerous rail flats, ballast hoppers and sleeper carriers)
- John Holland (Australia)
- ARTC
- CFCLA Wagon Leasing
- Qube
- Numerous heritage operators (LVR, RTM, HVR etc) for passenger carriages.
- Grain Corp

### **2.5 S.W.O.T analysis**

List each of the businesses strengths, weaknesses, opportunities or threats and then outline how the business plans to address each of the weaknesses/ threats.

Under development.

## **2.6 Competition**

### **2.6.1 Museum competitors**

There are a number of museums in operation within the Lithgow LGA and surrounding areas. Other attractions can also be considered as 'competition' to the proposed museum. Examples of some of the potential competitors have been listed below:

- Black fellows hands art site
- Blast furnace park
- Eskbank House
- Hartley Historic Site
- Simmo's Museum
- Small Arms Museum
- Turon Technology Museum

Competitors are relatively well established in the Lithgow area, however, the proposed museum will be one of its kind in Lithgow and the greater region providing a significant opportunity to attract visitors. In Lithgow's case 'competitors' - in the general sense of the term - can also be advantageous by providing a synergy between the attractions making the region more desirable as a tourist destination and increasing the likelihood of visitors extending their stay due to the number of activities in the area.

### **2.6.2 Wagon Maintenance facility competitors**

Currently, Pacific National performs its own wagon maintenance in house at a number of facilities it owns around the State of NSW. The Pacific National depot in Lithgow is a closed shop and only looks after its own coal wagons.

Qube also undertakes some of its own work on its equipment. However the smaller private owner operators usually contract out their maintenance. At this stage there is only one competitor to this proposed facility and that is Pacific Rail Engineering (PRE) who have a facility in Sydney and rely heavily on mobile units to travel around country areas to undertake basic servicing. Importantly, they cannot do heavy maintenance in the field.

The proposed facility at Eskbank would be open to all operators and centrally placed to undertake servicing and both light and heavy wagon maintenance.

## **2.7 Advertising & promotional strategy**



## ESKBANK RAIL HERITAGE CENTRE



### 2.7.1 Museum

The Museum will market to four distinct target groups as follows:

- Families with children
- Senior citizens and retirees
- School groups
- Railroad enthusiasts and hobbyists

### Methodology

The advertising and promotional strategy needs to be developed however, as an example various marketing initiatives may be undertaken including:

- Museum website
- Facebook presence
- Radio advertising
- Fliers and advertising materials
- Redevelopment/development of a brand for the museum.
- Posters for distribution
- Development of various promotions/competitions
- Membership scheme
- Liaising with tourist offices both locally and regionally

### 2.7.2 Wagon maintenance facility

The advertising and promotional strategy for the Wagon Maintenance facility will be developed in collaboration with LRW.

## 2.8 The Future

### 2.8.1 Mission statement

COC's mission statement is as follows:

"Preserving, promoting and protecting Lithgow's unique rail and industrial heritage for the education and enjoyment of current and future generations."

### 2.8.2 Goals and Objectives

Key result areas for this project in its entirety are as follows:

- The restoration and public use of Eskbank Station



- Precinct including use of station building as rail museum and ticket sales for various rail tourism endeavours, generating a small income for maintenance purposes as well as the advantage of a reduction in potential vandalism of the assets
- Rail based heritage and general tourism on the State Mine Branch Line and NSW main line.
- Re-establishment of the Eskbank steam loco depot as a working maintenance facility servicing the locos and rolling stock for the above enterprises as well as providing other heritage operators with a place to service their equipment which is currently not available in the area at the present time
- The establishment of a general rail wagon maintenance facility open to all operators in conjunction with the Locomotive servicing facility at Lithgow State Mine will provide a one-stop-shop for potential customers.
- Environment and safety management.
- The ability to train apprentices in rail based trades providing a steady stream of rail industry qualified tradesmen addressing the chronic shortage of trade qualified staff in the rail maintenance industry.
- The development will tidy up an area of the city that has been for many years a very focal weed infested wasteland and instead will bring together elements that will create economic development and employment opportunities.



**COC Limited - Committed to Sustainable Rail Heritage**

**2.9 Action Plan**

**2.9.1 Background to the Project's Action Plan**

The project to restore and develop the whole Eskbank precinct commenced back in 2001 when we were successful in obtaining grant funding through the Centenary of Federation Scheme. In a joint application with Lithgow City Council we were awarded \$1.2 million dollars which provided the project with platforms along the line and brought the State Mine line into the Eskbank yard creating a 3 kilometre tourist rail link.

In 2006 the Eskbank precinct was designated as one of six heritage rail sites in the State of NSW and with the establishment of the Office of Heritage Rail (ORH) in the same year it looked like the precinct would receive another boost in funding. Unfortunately seven years on and apart from the commissioning of a conservation management plan, the ORH has not provided any funding; undertaken any physical work on the site or address the deteriorating buildings.

There have been many missed opportunities since 2006. It is thanks to our dedicated volunteers who

have made a start on restoring the outbuildings in recent months that improvements have commenced at the site.

In the last 12 months a new heritage body has been set up to replace the OHR. Transport Heritage NSW have indicated that they will now take an interest in the development of the Eskbank Precinct.

The entire Eskbank precinct and State Mine Branch will be marketed under the trading name of the Eskbank Rail Heritage Centre. COC Ltd will be the facilitator and together with our partners, will undertake the development and restoration works of the project.

**2.9.2 Eskbank Rail Heritage Centre's key areas**

The Eskbank Rail Heritage Centre can be categorised into three key areas as follows:

**1. Eskbank Station Precinct** (western end of the yard)

This comprises the Main Station building on the Up Main; the half platform and shelter on the Down Main; the Goods Shed's two cranes; the Signal Stores building, Weighbridge and Hut.

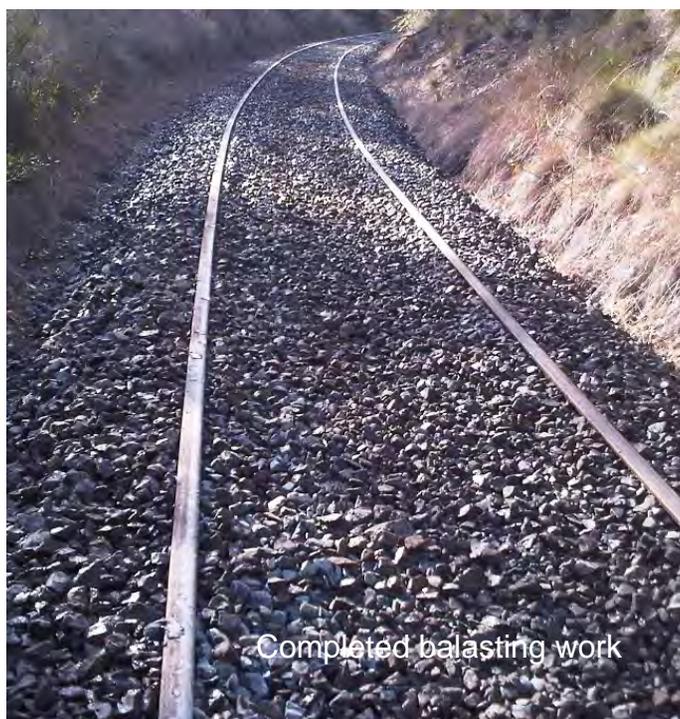
**2. Eskbank Locomotive Depot Precinct** (eastern end of the yard which includes the Eskbank Locomotive Depot and Museum and the Eskbank Wagon Maintenance Facility)

At the present time this area contains the foundations of the former Eskbank locomotive depot, three road running shed and servicing pits (circa 1886) plus the sandstone turntable pit (circa 1882).

**3. Lithgow State Mine Branch Line**

This runs from the Eskbank Yard to the Lithgow State Mine - a distance of 3 kms.

Whilst this Business Plan is specifically targeting the development of both the Eskbank Depot and Station Precinct it is worthwhile noting and recognising the amount of work that has already been undertaken in the precinct and on the State Mine Branch as a whole.



## ESKBANK RAIL HERITAGE CENTRE



### 2.9.3 Work already undertaken at the Eskbank Precinct

Unfortunately time and lack of ongoing maintenance have all conspired to render this suite of buildings at the station area almost unusable in their present state. Expected funding from the ORH did not eventuate and as a consequence other ways to fund the restoration will have to be found. It is hoped that funding generated from the proposed Wagon

Maintenance Facility can be allocated to assist in its long term restoration. However significant progress has being made in the area already.

#### a. Signals Branch Stores Building

The former Signals Branch Stores Building located at the western end of the Eskbank yard was made available to the Lithgow & District Model Railway Club.

This not-for-profit community group were looking for a place to establish a meeting room and built a club layout. Its members removed the antiquated shelving, re-lined and painted the walls and ceiling to create a viable space for their needs.

They provide the area with security and maintain the grounds surrounding the building which lies at the entrance of Lithgow's CBD. Roofing, facias and gables, guttering and downpipes have been repaired or replaced, windows and frames have been repaired and given a full external repaint.

The cost of this work was jointly underwritten by the model railway club and COC Limited.

#### b. The Goods Shed, Weighbridge Hut and grounds

The Goods Shed - once home to a very large pigeon population - has been cleaned-out and the birds removed and prevented from returning. The building now provides a very usable space for undercover exhibits and restoration work on carriages. A new water line has also been installed to provide water for the toilets and fire suppression. Security flood lighting has been installed in an effort to deter vandalism.



The weighbridge hut is at present undergoing refurbishment and will complement the work already carried out on the Signals Stores building.

The grounds around the station forecourt and embankments are regularly maintained by our volunteers. A detailed report into the condition of the buildings together with a scope of works can be found in Appendix A.

#### c. Lithgow State Mine Branch Line

Elderton Engineering Services and SSR established the Lithgow Railway Workshop in the carriage shed at the Lithgow State Mine Museum. With a capital contribution of \$50,000 from State and Regional Development NSW and a further injection of \$130,000 from Elderton Engineering, work commenced in October 2010 to re-open the State Mine branch for traffic.

Apart from some minor re-sleeping of the track, the two bridges spanning Farmers Creek and Inch Street have undergone major overhauls with the road bridge being upgraded to handle axle loads of up to 23 tonne.

Substantial work on preventing the river under cutting of the bridge abutments at the base of the Farmers



**COC Limited - Committed to Sustainable Rail Heritage**

Creek bridge has also been undertaken. Both bridges have now been painted and present a very pleasing aspect for the residents who live in the area.

The entire marshalling yard within the State Mine workshop complex has been resleepered and all roads are now operational. Work has also begun on ballasting the branch line from Eskbank yard to the LRW at the State Mine site. This work will not only improve drainage but will prolong sleeper life and cut down on long term track maintenance costs.

The line at the present time is registered as a private siding and allows for locomotives to enter the Eskbank Yard from the main line and to traverse the branch to access the workshop on a daily basis.

The line is maintained by a permanent staff from LRW who undertake all facets of track and infrastructure maintenance including the bridges and weed eradication along the right of way. Vegetation control and line side presentation is also undertaken by our own volunteers.

Currently, Lithgow State Mine Railway Ltd is working with SSR to develop Rail Safety Plans and documentation for presentation to the Rail Transport and Safety Regulator to become an accredited rail operator. Once accredited, LSMR Ltd will be looking to commence monthly tourist operations on the branch using a set of rail motors.

In due course Steam Loco 2605 will be brought into service for the branch line and operations will increase in frequency. Intending passengers will embark at the Goods Shed platform and the train will make stops to allow passengers to get on and off at Blast Furnace Park, Lake Pillans and the State Mine Heritage Park.

**d. Eskbank Locomotive Depot**

The former Eskbank Locomotive depot area was initially surveyed and excavated under the guidance of an archaeologist between 1999-2000 and was completed in 2002. Since the initial excavation work on the running shed foundations, deashing pits and sandstone turntable ring, the area has been levelled

to accommodate the laying of track.

In addition to this all stormwater entering the site has been collected and piped to a centralised pit to the western end of the depot area. More recently the area has undergone a massive vegetation cleanup which will make ongoing maintenance of the area much easier.

In 2008 a 60' Sellers Cast Iron turntable was relocated to the site from Wollongong by Railcorp which was identical the one installed at Eskbank in 1882. This will be fully installed as part of the development of the Eskbank depot

**2.9.4 Priorities for the Development of the Eskbank Wagon Maintenance Facility and Museum**

**The importance of funding and partners**

It must be remembered that when this project was started over 13 years ago funding to undertake the work was not readily available. The developments that have occurred have been staged and were dependant on funding opportunities through the provision of grants. To date, in excess of a million dollars has been spent collectively on the yard and branch to get the project to where it is today.

It is clear that a project of this size and magnitude needs to have good foundations and requires ongoing funding to maintain its ongoing viability. Consequently for "rail heritage" to fulfil its objectives



## ESKBANK RAIL HERITAGE CENTRE



it is necessary to identify and create income streams to assist with its ongoing operations.

Today a commercial partner is almost a prerequisite.

A partner helps share the costs and develop a synergy where both parties can gain some advantage to make the project a reality. This has been illustrated by the successful partnership between the COC Limited and LRW with the operation of the Railway Workshop at the Lithgow State Mine and will also be the case with the Wagon Maintenance Facility at Eskbank.

### What are the priorities?

In terms of the development at Eskbank its progress will be very dependent on the level of funding available. This will in turn dictate to some extent how much of the infrastructure development can be initially undertaken. As money is already pledged to initiate the site's development, if this is matched with grant funding from other sources, the scope of the works could be expanded.

Ideally the development of the Eskbank Museum and the Wagon Maintenance Facility would progress simultaneously with the museum complex essentially being a shared space for both operations.

The turntable installation and the replica running shed are lesser priorities at this stage. Consequently the main priority will be to build the main workshop facility which will allow for the wagon maintenance operations to commence and will also provide for a storage space for the locomotives and rolling stock to be relocated from the State Mine Heritage Site.

This will also create 20 employment opportunities in total. This shed will be relatively straight forward to construct whilst the running shed has some issues to be resolved before construction can commence.

A detailed scope of works and estimated timetable for construction can be found in Appendix A.



Inch Street Road Bridge painting and restoration including strengthening work.

## 3.0 Finances

This part of the Business Plan details the various finances pertaining to this project as follows:

- COC balance sheet dated June 2014.
- Eskbank development five year balance sheet



**COC Limited - Committed to Sustainable Rail Heritage**

**a. COC balance sheet dated June 2014**

**C.O.C. Limited**  
 PO Box 350  
 Lithgow NSW 2790

**Balance Sheet**  
**As of June 2014**

5/08/2014  
 5:14:50 PM

---

Assets			
Current Assets			
General Cheque Account		\$3,402.08	
Undeposited Funds		\$31.00	
ERHC Investment Account		\$46,353.17	
Total Current Assets		<u>\$49,786.25</u>	
Trade Debtors		\$7,810.00	
Loco & Rolling Stock		\$50,500.00	
Furniture & Fixtures			
Furniture & Fixtures at Cost		\$3,112.74	
Furniture & Fixtures Accum Dep		-\$350.00	
Total Furniture & Fixtures		<u>\$2,762.74</u>	
Total Assets			<u>\$110,858.99</u>
Liabilities			
GST Liabilities			
GST Collected		\$712.00	
GST Paid		-\$340.00	
Total GST Liabilities		<u>\$372.00</u>	
Total Liabilities			<u>\$372.00</u>
Net Assets			<u>\$110,486.99</u>
Equity			
Retained Earnings		\$217,312.48	
Current Earnings		-\$106,825.49	
Total Equity		<u>\$110,486.99</u>	

## ESKBANK RAIL HERITAGE CENTRE



(A BUSINESS UNIT OF COC LIMITED)

### b. Eskbank development five year balance sheet

#### Eskbank Rail Heritage Centre 5 Year Budget

	Year 1	Year 2	Year 3	Year 4	Year 5				
	\$	\$	\$	\$	\$				
<b>Income</b>									
Partner contributions	36,000.00	36,750.00	37,500.00	38,250.00	39,000.00				
Museum entry fees	0.00	5,000.00	10,000.00	25,000.00	100,000.00	\$5 per head	\$10per head after yr4		
Rail tickets	0.00	20,000.00	40,000.00	100,000.00	250,000.00	\$20 per head	\$25ph		
Souvenir sales	0.00	5,000.00	10,000.00	20,000.00	50,000.00				
<b>Total Income</b>	<b>36,000.00</b>	<b>66,750.00</b>	<b>97,500.00</b>	<b>183,250.00</b>	<b>439,000.00</b>				
<b>Cost of sales</b>									
Souvenir sales		1,700.00	3,400.00	7,000.00	17,000.00				
LSMR rail subsidies		5,000.00	10,000.00	25,000.00	62,500.00				
		6,700.00	13,400.00	32,000.00	79,500.00				
						<b>Notes</b>			
<b>Gross Profit</b>	<b>36,000.00</b>	<b>60,050.00</b>	<b>84,100.00</b>	<b>151,250.00</b>	<b>359,500.00</b>				
<b>Expenses</b>									
Council rates & charges	9,000.00	9,200.00	9,400.00	9,500.00	10,000.00				
Insurance	3,500.00	7,000.00	12,000.00	20,000.00	45,000.00				
Legal & accounting	2,000.00	2,200.00	2,300.00	2,500.00	3,000.00				
Loco & carriage maintenance	9,000.00	15,000.00	20,000.00	30,000.00	55,000.00				
Loco running costs	1,000.00	4,000.00	7,500.00	15,000.00	30,000.00				
Office & administration	500.00	2,000.00	5,500.00	7,000.00	7,500.00				
Property maintenance	1,000.00	1,500.00	2,000.00	2,500.00	5,000.00				
Power	5,000.00	7,500.00	8,500.00	9,500.00	11,000.00				
Promotion	2,000.00	5,000.00	7,500.00	10,000.00	15,000.00				
Security	1,000.00	1,000.00	1,200.00	1,500.00	1,800.00				
Volunteer expenses	1,500.00	2,500.00	3,000.00	4,000.00	5,000.00				
<b>Total Expenses</b>	<b>35,500.00</b>	<b>56,900.00</b>	<b>78,900.00</b>	<b>111,500.00</b>	<b>188,300.00</b>				
<b>Net Profit</b>	<b>500.00</b>	<b>3,150.00</b>	<b>5,200.00</b>	<b>39,750.00</b>	<b>171,200.00</b>				

# ESKBANK RAIL HERITAGE CENTRE



*COC Limited - Committed to Sustainable Rail Heritage*

## 4.0 APPENDIX A - Development Plans for Eskbank Locomotive Depot - Museum and Wagon Maintenance Facility and Eskbank Platform extensions

### Eskbank Rail Heritage Centre Precinct



# ESKBANK RAIL HERITAGE CENTRE



(A BUSINESS UNIT OF COC LIMITED)

## Eskbank Locomotive Depot - yard layout and building diagrams

### ESKBANK RAIL HERITAGE PRECINCT LOCOMOTIVE DEPOT AND WAGON MAINTENANCE CENTRE - LOCALITY PLAN



AMENDMENTS:  
Released for approval  
A B C D W

Licensed Builder (54197 C)  
 • New lines  
 • Additions  
 • Shadow projections  
 • Reasonable rates  
 • Prompt service  
 • BASIX Certificates  
 phil@philday.com.au or  
 Phone 0409 499 640

DRAWN BY: PDS	SCALE: NTS	DATE: 26/04/13	SHEET: 1 of 4
CHECKED BY:	GENERAL NOTES: * All dimensions must be confirmed on site by the Contractor * This drawing may be reduced in size - DO NOT SCALE * The drawing must be read in conjunction with the Specification and engineers detail where applicable * Levels shown are preliminary and remain the Contractors responsibility.		
APPROVED BY:			

PROJECT DETAILS: Eskbank Locomotive Depot & Wagon Maintenance Workshop - LOCALITY PLAN		
CLIENT: COC Limited	DRAWING NUMBER: MJW_0413_S1_a	AMENDMENT: F

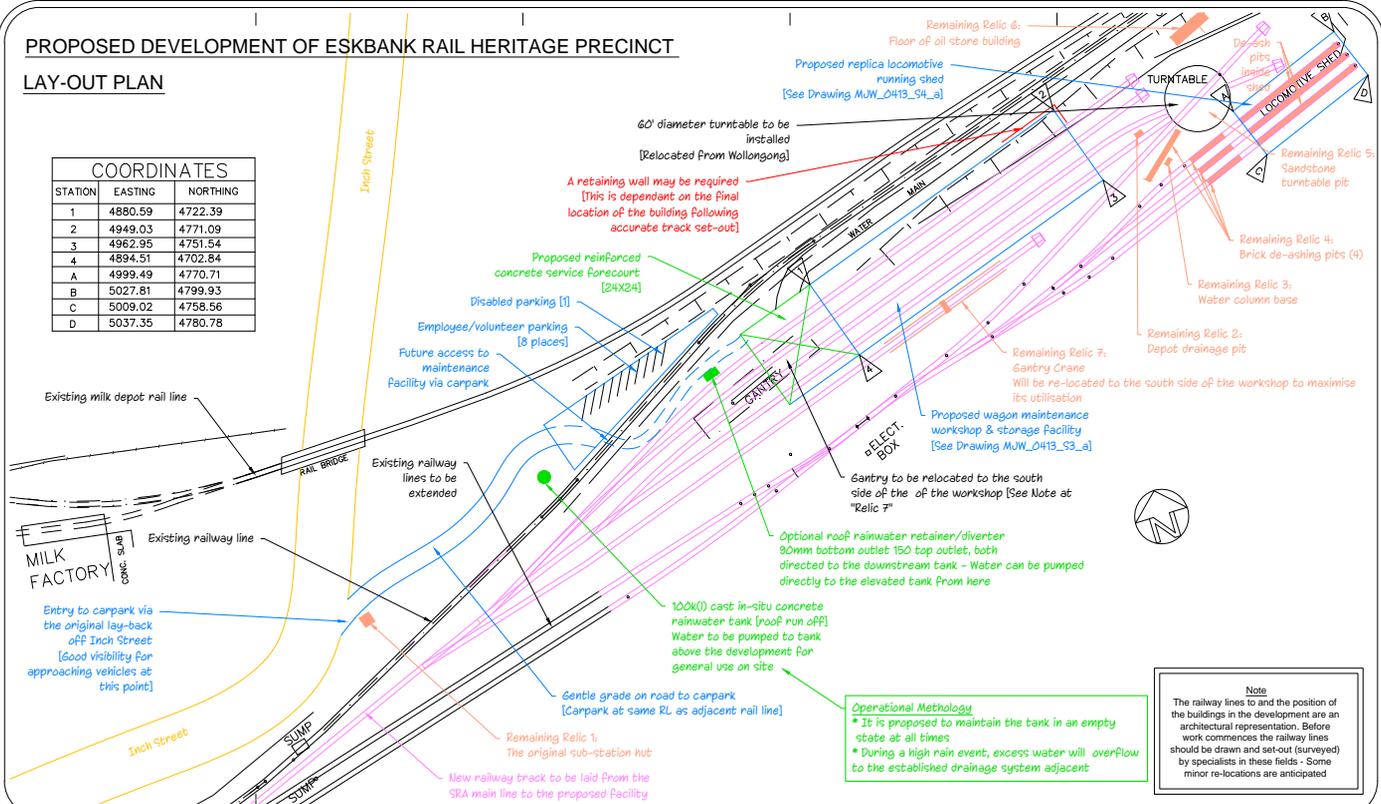
# ESKBANK RAIL HERITAGE CENTRE



COC Limited - Committed to Sustainable Rail Heritage

## PROPOSED DEVELOPMENT OF ESKBANK RAIL HERITAGE PRECINCT LAY-OUT PLAN

COORDINATES		
STATION	EASTING	NORTHING
1	4880.59	4722.39
2	4949.03	4771.09
3	4962.95	4751.54
4	4894.51	4702.84
A	4999.49	4770.71
B	5027.81	4799.93
C	5009.02	4758.56
D	5037.35	4780.78



AMENDMENTS:  
Released for approval  
A B C D W

DRAWN BY: <i>PRS</i>	SCALE: 1:1000	DATE: 26/04/13	SHEET: 2 of 4
CHECKED BY:	GENERAL NOTES: * All dimensions must be confirmed on site by the Contractor * This drawing may be reduced in size - DO NOT SCALE * The drawing must be read in conjunction with the Specification and engineers detail where applicable * Levels shown are preliminary and remain the Contractors responsibility.		
APPROVED BY:			

PROJECT DETAILS: Proposed Development of the Eskbank Railway Heritage Precinct LAY-OUT PLAN	
CUENT: COC Limited	DRAWING NUMBER: MJW_0413_S2_a AMENDMENT: F

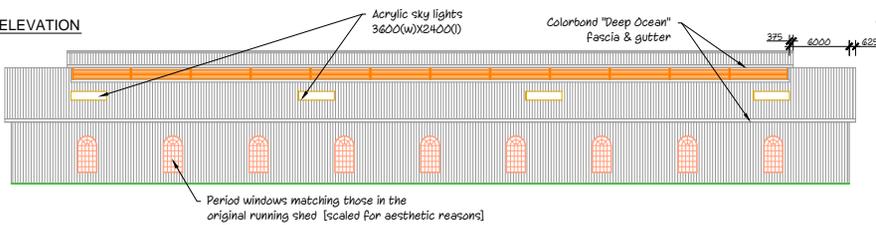
# ESKBANK RAIL HERITAGE CENTRE



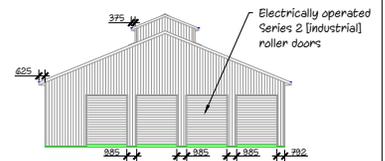
(A BUSINESS UNIT OF COC LIMITED)

## PROPOSED ESKBANK WAGON MAINTENANCE & STORAGE FACILITY

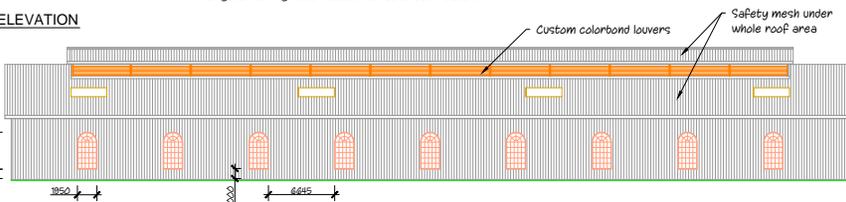
**NORTH ELEVATION**



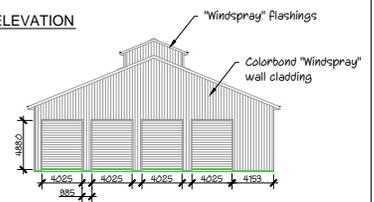
**WEST ELEVATION**



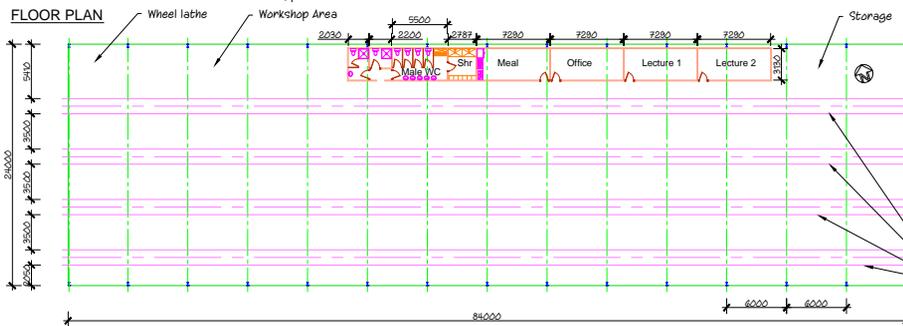
**SOUTH ELEVATION**



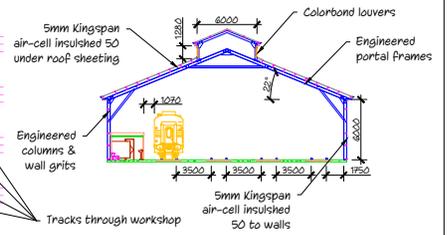
**EAST ELEVATION**



**FLOOR PLAN**



**TYPICAL SECTION [Viewed from the west]**



AMENDMENTS:  
A Released for approval  
B C D W

**Note:**  
It is proposed to construct a standard sized industrial building as close as practical to the dimensions shown on this drawing.  
Some minor variations are anticipated in the workshop drawings when compared to this architectural representation. The workshop drawings take precedence.

DRAWN BY: <i>PRD</i>	SCALE: 1:350	DATE: 26/04/13	SHEET: 3 of 4
CHECKED BY:	GENERAL NOTES: * All dimensions must be confirmed on site by the Contractor * This drawing may be reduced in size - DO NOT SCALE * The drawing must be read in conjunction with the Specification and engineers detail where applicable * Levels shown are preliminary and remain the Contractors responsibility.		
APPROVED BY:			

PROJECT DETAILS:  
Proposed Eskbank Wagon Maintenance, Workshop and Storage Facility  
PLANS & ELEVATIONS

CLIENT: COC Limited	DRAWING NUMBER: MJW_0413_S3_a	AMENDMENT: F
------------------------	----------------------------------	-----------------

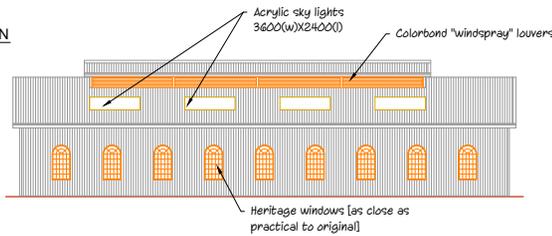
# ESKBANK RAIL HERITAGE CENTRE



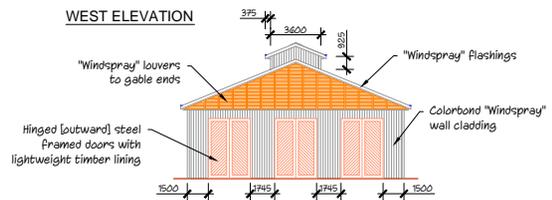
COC Limited - Committed to Sustainable Rail Heritage

## PROPOSED REPLICA ESKBANK LOCOMOTIVE RUNNING SHED

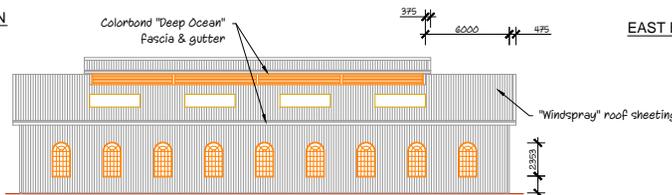
NORTH ELEVATION



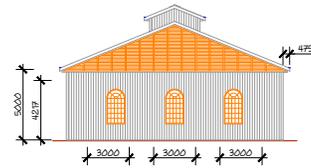
WEST ELEVATION



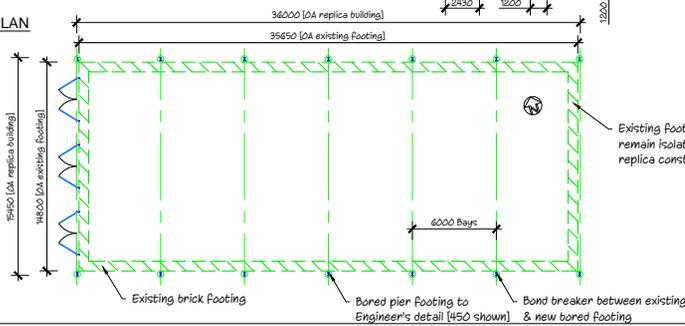
SOUTH ELEVATION



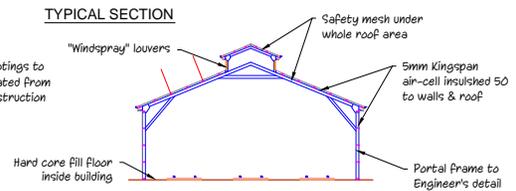
EAST ELEVATION



FLOOR PLAN



TYPICAL SECTION



AMENDMENTS:  
Released for approval  
A B C D W

Note:  
It is proposed to construct a standard sized industrial building as close as practical to the dimensions shown on this drawing -  
Some minor variations are anticipated in the workshop drawings when compared to this architectural representation. The workshop drawings take precedence.

DRAWN BY: P.R.D	SCALE: 1:250	DATE: 26/04/13	SHEET: 4 of 4
CHECKED BY:	GENERAL NOTES: * All dimensions must be confirmed on site by the Contractor * This drawing may be reduced in size - DO NOT SCALE * The drawing must be read in conjunction with the Specification and engineers detail where applicable * Levels shown are preliminary and remain the Contractors responsibility.		
APPROVED BY:			

PROJECT DETAILS:  
Proposed Replica Eskbank Locomotive Running Shed to be constructed in the Eskbank Railway Heritage precinct  
PLANS & ELEVATIONS

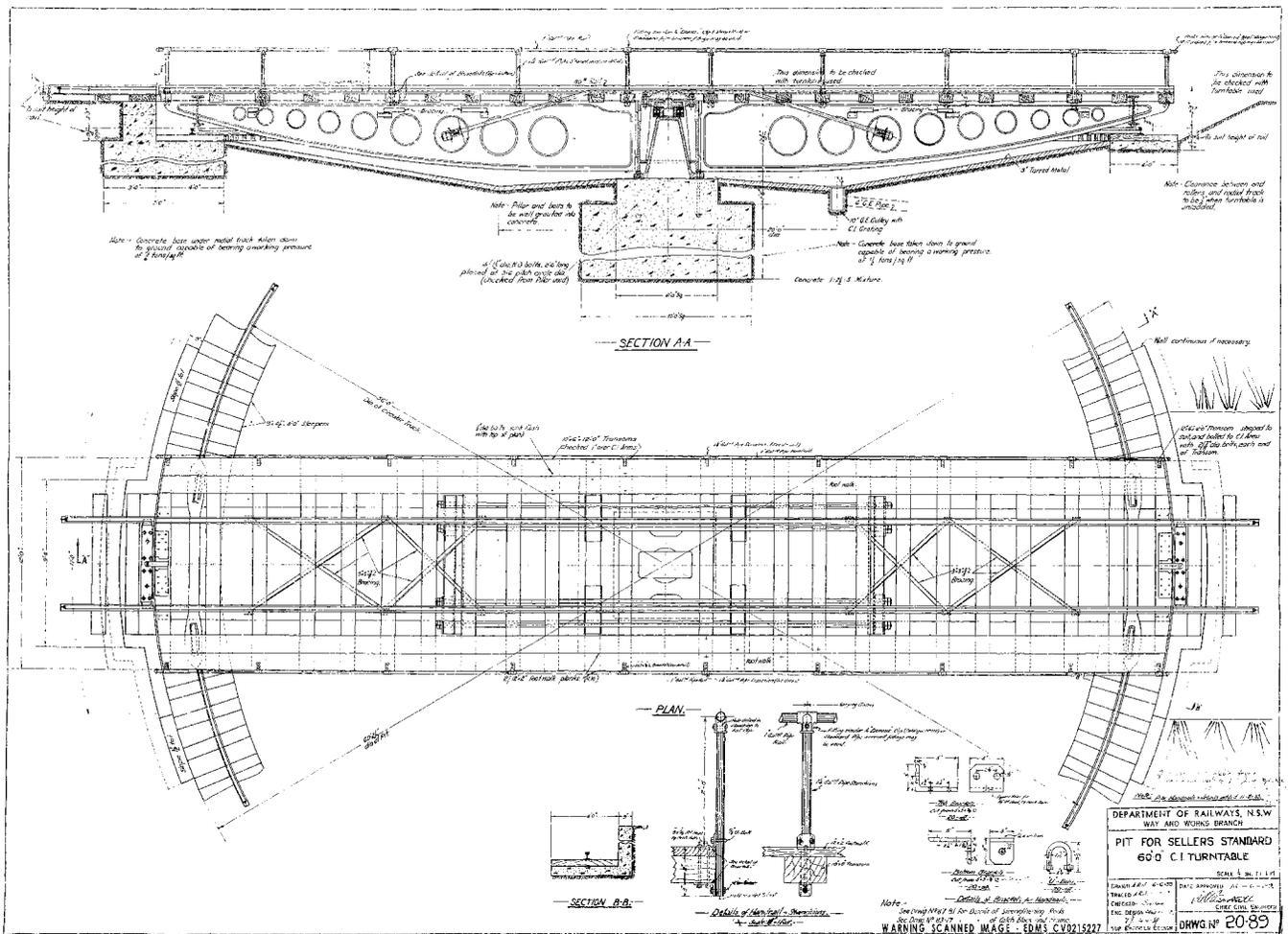
CLIENT: COC Limited	DRAWING NUMBER: MJW_0413_S4_a	AMENDMENT: F
------------------------	----------------------------------	-----------------

# ESKBANK RAIL HERITAGE CENTRE



(A BUSINESS UNIT OF COC LIMITED)

## Detailed turntable drawings



# ESKBANK RAIL HERITAGE CENTRE



**COC Limited - Committed to Sustainable Rail Heritage**

## 4.0 APPENDIX B - Development Cost Analysis for Eskbank Locomotive Depot - Museum and Wagon Maintenance Facility

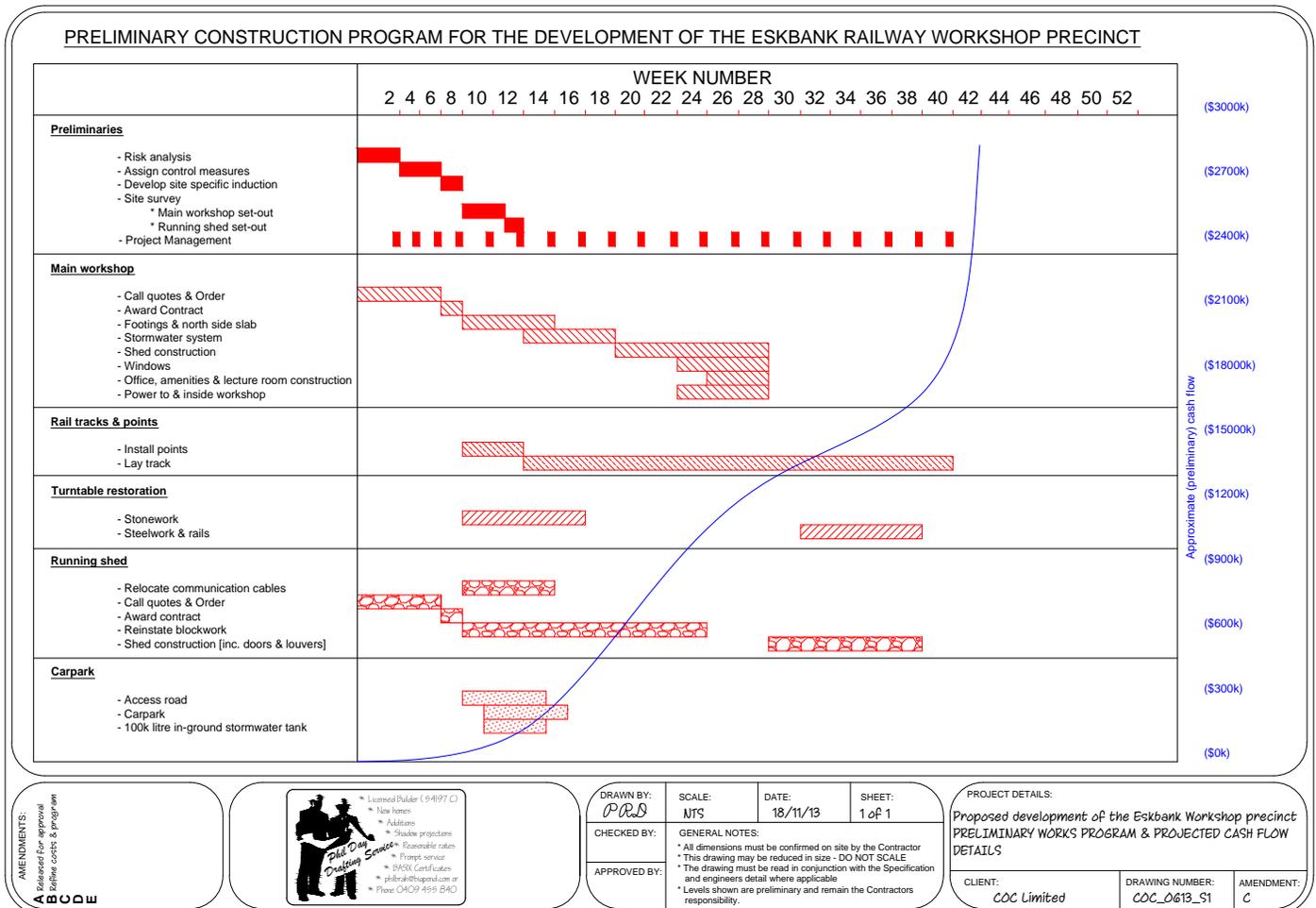
<b>Eskbank Development Cost Analysis</b>						
<b>Item</b>	<b>Details</b>	<b>Unit</b>	<b>Number</b>	<b>Rate</b>	<b>Sub-total</b>	<b>Comments</b>
1	Workshop					
1a	Workshop building construction	M2	2016	241.69	\$ 487,255.08	
	# Louvers	Item	1	33000	\$ 33,000.00	[Allowance]
1b	Office, amenities & lecture rooms	M2	141	600	\$ 84,600.00	
1c	Concrete floor to north side of w'shop					
	# Concrete	M3	68	210	\$ 14,280.00	
	# Reinforcement	M2	454	22	\$ 9,988.00	
	# Labour	Hour	300	70	\$ 21,000.00	[6 men X 5 days]
1d	Stormwater					[From base of DP to tank]
	# Pits	Each	20	470	\$ 9,400.00	
	# 150 uPVC pipe	M	336	64	\$ 21,504.00	
	# 100k on-ground tank	Each	1	20000	\$ 20,000.00	
	# Suction line to pump	M	168	22	\$ 3,696.00	
	# Pump	Item	1	3400	\$ 3,400.00	
	Installation					
	# Excavator	Hour	70	87	\$ 6,090.00	
	# Labour	Hour	140	70	\$ 9,800.00	
1e	Concrete apron in front of Workshop					
	# Concrete	M3	86	210	\$ 18,060.00	
	# Reinforcement	M2	576	22	\$ 12,672.00	
	# Labour	Hour	660	70	\$ 46,200.00	[6 men X 11 days]
1f	Windows	Each	18	770	\$ 13,860.00	[Custom made]
1g	Power to Workshop	Item	1	30000	\$ 30,000.00	Power to amenities included at 1b
1h	Power & lights within workshop	Item	1	80000	\$ 80,000.00	Allowance
2	Railway tracks & points					
	# Points	Each	6	100000	\$ 600,000.00	
	# Track	M	1226	450	\$ 551,700.00	
3	Turntable restoration					
	# Stonework	Item	1	23000	\$ 23,000.00	
	# Steelwork	Item	1	123856	\$ 123,856.00	
4	Running shed					
4a	Workshop building construction	M2	556	380.054	\$ 211,310.02	
	# Louvers	Item	1	15000	\$ 15,000.00	
	# Blockwork restoration	Item	1	22000	\$ 22,000.00	Allowance
4b	Stormwater					
	# Pits	Each	6	470	\$ 2,820.00	
	# 150 uPVC pipe	M	241	64	\$ 15,424.00	
	# 100 uPVC pipe	M	100	33	\$ 3,300.00	
	Installation					
	# Excavator	Hour	50	87	\$ 4,350.00	
	# Labour	Hour	100	70	\$ 7,000.00	
4c	Power & Lights	Item	1	40000	\$ 40,000.00	
4d	Relocate existing buried cables	Item	1	50000	\$ 50,000.00	
5	Carpark & access road					
5a	Access road					
	# Grader	Hour	30	110	\$ 3,300.00	
	# D6	Hour	20	180	\$ 3,600.00	
	# Excavator	Hour	30	120	\$ 3,600.00	
	# Tipper	Hour	10	100	\$ 1,000.00	
	# DGB 20	Tonne	150	30	\$ 4,500.00	
	# 2 coat seal	M2	533	7	\$ 3,731.00	
5b	Carpark					
	# Grader	Hour	30	110	\$ 3,300.00	
	# D6	Hour	20	180	\$ 3,600.00	
	# Excavator	Hour	40	120	\$ 4,800.00	
	# Tipper	Hour	30	100	\$ 3,000.00	
	# DGB 20	Tonne	200	30	\$ 6,000.00	
	# Roller	Hour	30	90	\$ 2,700.00	
	# 2 coat seal	M2	530	7	\$ 3,710.00	
5e	Remove & replace existing pipes with new	Item	1	30000	\$ 30,000.00	
6	Sewer connection to workshop	Item	1	18000	\$ 18,000.00	Connection within included at 1b
7	Grey water recycling					
	# Tank & Pump	Item	1	5200	\$ 5,200.00	
	# 100 uPVC pipe	M	164	33	\$ 5,412.00	
	Installation					
	# Excavator	Hour	30	87	\$ 2,610.00	
	# Labour	Hour	120	70	\$ 8,400.00	
8	Contingency - Footings [5% of workshop & running construction]	Item	\$ 698,565	0.05	\$ 34,928.26	
	- Retaining walls	Item	1	25000	\$ 25,000.00	
9	Project Management	Day	80	250	\$ 20,000.00	
<b>Sub-totals</b>						
	Workshop				\$ 924,805.08	
	Tracks & points				\$ 1,151,700.00	
	Turntable restoration				\$ 146,856.00	
	Running shed				\$ 371,204.02	
	Carpark & Access road				\$ 76,841.00	
	Sewer				\$ 18,000.00	
	Grey water recycling				\$ 21,622.00	
	Contractor overhead & profit				\$ 271,102.81	
	Project - Contingency				\$ 59,928.26	
	- Management				\$ 20,000.00	
	<b>TOTAL</b>				\$ 2,982,130.92	

# ESKBANK RAIL HERITAGE CENTRE



(A BUSINESS UNIT OF COC LIMITED)

## 4.0 APPENDIX C - Preliminary Construction Program for Eskbank Locomotive Depot - Museum and Wagon Maintenance Facility





*COC Limited - Committed to Sustainable Rail Heritage*

## 4.0 APPENDIX D - Asset Maintenance Plan and Program Estimates for the Restoration of the Eskbank Station Precinct



# ESKBANK RAIL HERITAGE PRECINCT



## ASSET MAINTENANCE PLAN



# AT ESKBANK, NSW

Prepared by

MR. NEIL MANGELSDORF  
Project Manager

For

MR. MICHAEL HERRINGE  
PROJECT MANAGER  
FIXED HERITAGE ASSETS



1 June 2007



## ASSET MAINTENANCE PLAN

### ESKBANK RAIL HERITAGE PRECINCT, ESKBANK, NSW

#### INTRODUCTION

RPMA carried out an inspection of the Eskbank Railway Station precinct on the 1 June 2007 to undertake the completion and compilation of a detailed Scope of Works for integration into an Asset Management Plan for the Eskbank precinct in accordance with the instructions received from the Office of Rail Heritage. In undertaking and completing the inspection and the scoping of works to the site, the scope of works has been developed in consideration of the Inspections and Scope of Works undertaken by the Heritage Architects Consultants engaged by the Office of Rail Heritage (separately) for the compilation of a Conservation Maintenance Strategy, which this Asset Management Plan and Scope of Works is to form part of.

In considering the program and schedule for the proposed Scope of Works, the current condition and general poor state of repair of the precinct, (particularly the Station Building) have been considered and prioritised to address the issues related to the building structure and envelope and also to attempt to cease further deterioration of the building

In scheduling the works, the overall project has been considered to ensure like tasks and project packaging occur in an attempt to achieve efficiencies of scale to the project. Also as some tasks are required to be completed to address and arrest further decay issues, the subsequent changes and completion of other elements to the work at the same time are required to be completed concurrently to ensure the most cost effective delivery of the works and project are achieved.

RPMA consider and recommend the best way forward with the delivery of the project is to undertake detailed site investigations of all building infrastructure on the site and precinct and undertake fully detailed CCTV investigation and reports into all Sewer, Stormwater and drainage systems to the site. Full detailed Electrical and communications investigation and report to the site and precinct. Following these reports and in consideration of these reports, Hydraulics, Electrical, Civil and Structural Engineers and Architects should be engaged to complete detailed design and rectification works required to the site and precinct to ensure all building element and other works to be completed to the precincts are completed to the highest and most efficient levels ensuring a value for money spend is achieved against the projects.

In addition to the Project and Scope of Works a detailed review with the Office of Rail Heritage should be undertaken to examine and ascertain strategies and timelines for completing the works to keep within the Office of Rail Heritage guidelines.

The following Asset Management Plan and Scope of Works is provided in accordance with RPMA's understanding of the Office Rail Heritage instructions.

# ESKBANK RAIL HERITAGE CENTRE



**COC Limited - Committed to Sustainable Rail Heritage**

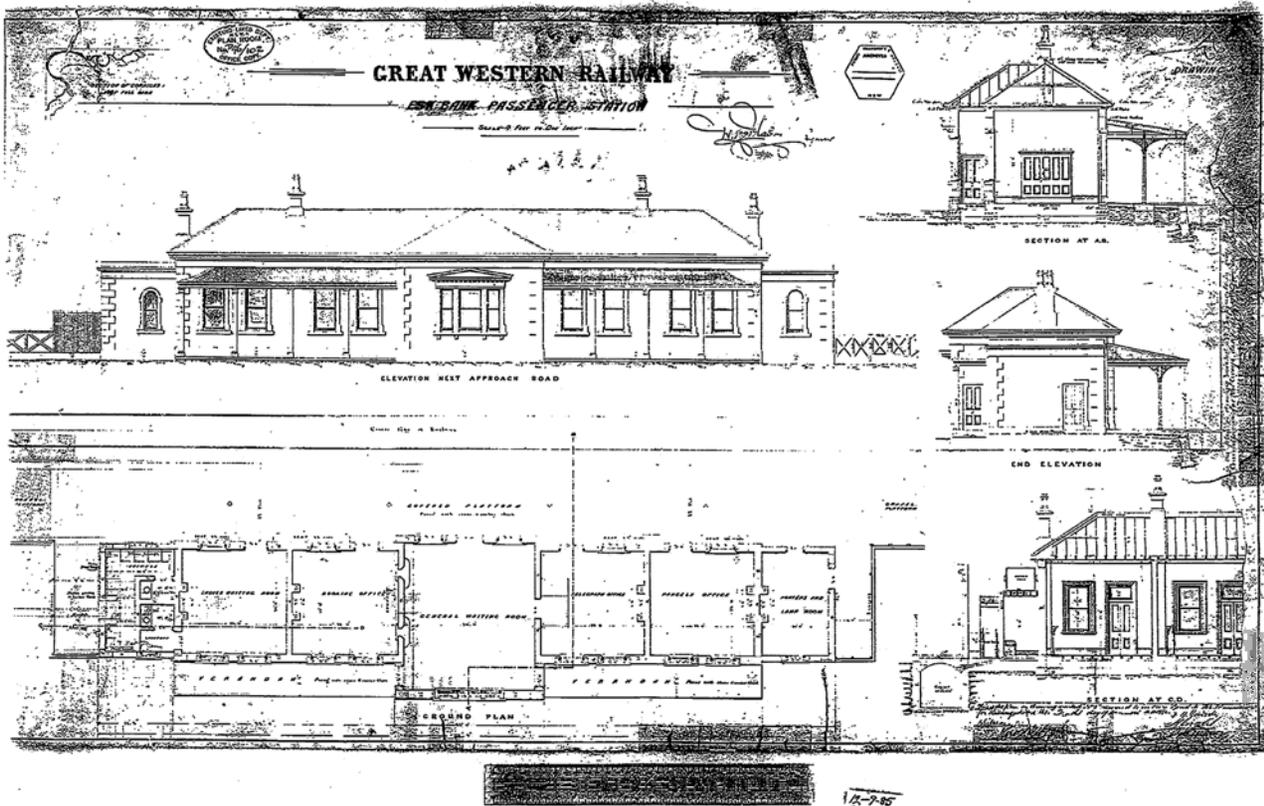
General arrangement of the Eskbank Precinct, 1900



# ESKBANK RAIL HERITAGE CENTRE



General arrangement of the Eskbank Station as built, 1882



## ESKBANK RAIL HERITAGE CENTRE



**COC Limited - Committed to Sustainable Rail Heritage**

### PRECINCT INFRASTRUCTURE SERVICES WORKS

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Electrical System and design	Electrical Engineer Consultant to review entire electrical installation to the precinct and provide a full and total consolidation and rewire, rework, design and specification off all non conforming electrical installation to the precinct and all buildings and structures to the precinct.	\$35,000.00	1
Hydraulics and Drainage	Hydraulics Engineer Consultant to investigate and review entire Hydraulics and Drainage installation to the entire precinct and provide a full detailed rectification and re-designed work of Hydraulics and Drainage installation to the precinct. It is anticipated that the Hydraulics design would capture the Fire Hydrants and service.	\$45,000.00	1
Termite Inspection & Report	Undertake full Termite Inspection and report to the entire precinct. Termite inspection and report to be completed annually to capture and report on any activity found in a reporting period. This report will be used to determine ongoing schedule for works for the AMP	\$15,000.00 year 1 \$7,500.00 subsequent years 2-5	1-5

### STATION BUILDING - EXTERIOR

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Western End - Workshop Former Lamp Rooms -	Weatherboard section requires total re-built of dilapidated end to building including windows, weatherboards, framing and bearers and joints underneath. Evidence of white ants in frame and corners of boards and windows	\$35,000.00	2
Sandstone	Sandstone facing and base floor level (plinth) are in extremely poor condition. Sandstone restoration works will be quite extensive as Dato Moulds across the top also have significant deterioration and decay. (Total Indicative Budget inclusive of all Sandstone Works to the Station Building	\$300,000.00	2
Brickwork	Repair all brickwork and flashing to chimney's. Repair and reinstate all tuck pointing to brickwork. Clean all brickwork as required. Care must be taken to retain old Gas Light mounting bracket.	\$25,000.00	2
Painting	Full extensive sub-surface preparation and full exterior re-paint in accordance with SRA Standard Colour Schemes for Railway Station and	\$65,000.00	2

## ESKBANK RAIL HERITAGE CENTRE



(A BUSINESS UNIT OF COC LIMITED)

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
	Associated Buildings guide and AS2311 (A Guide to Painting)		
Doors	<p>All external doors require major restoration works. There are numerous door panels missing. Doors leading into toilet area have been cutback severely to just under the bottom panel of door frame. Doors have been previously cut back to make allowance for the building structure and require a full restoration and rebuild of door frames and hardware.</p> <p><b>Comment</b> - Doors are not as per original design due to the fact that many non-original changes have been affected to the building over the years. The main change being the conversion of the former parcel office into an ablutions area which has concrete floor built up over the original level (some 200mm). It is considered that the work as per comments from the Heritage Architect should be undertaken to return this area to its original status as a formal Parcels Office with the ablutions area to be relocated to the original eastern end of the building with ablutions established in this area.</p>	\$30,000.00	2
Windows	All windows around the building require re-glazing and servicing (ie new window pullies, sash cords, re-glazing and furniture). Due the poor condition of the windows and furniture an Allowance of \$1,500 per window is required to re-build and service all windows x 27 windows	\$40,500.00	2
Stormwater & Sewer Drainage	Undertake a detailed CCTV Camera Inspection of all underground stormwater and sewer drainage lines to the grounds and Precinct and provide report on condition of existing lines to enable a Hydraulics Engineer to provide a fully detailed report and rectification works required to the site. It is envisaged that the CCTV Camera Inspection Report would include and capture all underground storage tanks, sumps and pits. This CCTV Camera Report would also be able to determine the condition of brickwork in the tanks, sumps and pits.	\$25,000.00	1
Gutters, Stormwater & Drainage	Undertake annual cleaning & clearing of all gutters, stormwater, sumps, pits and drainage lines.	\$2,000.00	1-5
Gutters	The gutters to the building appear to be in reasonable condition.		
Downpipes	Replace all downpipes to the building and connect to stormwater drainage system x 5	\$5,000.00	2

## ESKBANK RAIL HERITAGE CENTRE



**COC Limited - Committed to Sustainable Rail Heritage**

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Platform Awning	Appears to be in reasonable to poor condition. Undertake general maintenance including re-securing roof sheeting and making good all flashings.	\$7,500.00	2
Platform Fence	Remove chain wire safety fence to platform and replace with new fence to platform to protect occupants of building from trains	\$15,000.00	1
Platform Face Brickwork	Repair brickwork to platform face	\$10,000.00	5
Verandah's to front of Station Bldg	Reinstate original missing verandah's to East & West elevations to front of station building. Sandstone flag paving must be retained and re-levelled and re-laid, all capping to edge of verandah at ground level must be retained. Connect new verandah roofing to new stormwater drainage system	\$40,000.00	5
Termite Inspection & Treatment	Undertake full Termite Inspection and report. Provide full termite protection barrier to entire Station Building. Carry out annual inspection and report following first year treatment. (captured above)	\$15,000.00 Ann inspect & Report (\$7,500.00)	1-5
Yard Surface	Yard level appears to have been raised previously creating run off and drainage problems with water directed to station building. It is recommended to re-grade and re-level the yard precinct and incorporate the works into a hydraulics management of the stormwater and drainage systems to control overland flows and stormwater run-off from the building.	\$125,000.00	2
Yard Surface / Car Parking	In the corrective works to the yard surface provide designated parking to the station building	\$5,000.00	5

## ESKBANK RAIL HERITAGE CENTRE



### STATION BUILDING - INTERIOR

The entire Electrical System to the station building is in a poor state of repair and the overall integrity of the system could not be determined. There is evidence throughout the building where numerous alterations to the electrical system over the years has been carried out and the compliance of this and the electrical system could not be determined. It is recommended that the entire electrical system to the main railway station building be removed and upgraded to comply to minimum standards required. Whilst this is significant work it is considered to be a major concern to the ongoing integrity of the building.

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Electrical System	Remove all electrical installation to the railway station building and Upgrade the entire electrical installation to the railway station building.	\$65,000.00	2

### WORKSHOP - INTERNAL (FORMER LAMP ROOM)

Following inspection of area it is considered that the total area would require total refurbishment to enable the area to be returned to original condition.

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Floor	Presently concrete floor. Re-instate flooring, in consideration of Heritage Architects recommendations.	\$10,000.00	3
Walls	All walls are in a poor state of repair, some walls are leaning out of alignment level. Walls and framing require significant repair, replacement, for preparation and painting	\$17,500.00	3
Ceiling	Preparation and repairs to ceiling in preparation for re-paint	\$10,000.00	3
Door	Both doors to area are in extremely poor condition and state of repair, one (1) being non-original, repair replace doors to area (Works captured in external works as previously mentioned).		3
Render	Preparation and repair of render surfaces to walls in preparation for painting	\$5,000.00	3
Painting	Full extensive sub-surface preparation with total interior re-paint in accordance with SRA Standard Colour Schemes for Railway Station and Associated Buildings guide and AS2311 (A Guide to Painting)	\$7,500.00	3



**COC Limited - Committed to Sustainable Rail Heritage**

**TOILETS - (FORMER PARCELS OFFICE)**

The toilets to this area are in extremely poor condition and are considered to be not in accordance with the code (ie walls, clearances around urinals, toilets, showers, floor etc). It appears a slab has been constructed over the existing floor, this is evident as the doors to the platform have been cut back to make allowance for new floor level.

The wall between the toilets and the former Telegraph Office has showers and hand basins constructed against it, this area is showing obvious signs of damp and rising damp related issues, which are also penetrating through the wall as this wall appears not to have been treated with any waterproof membrane or internal tanking.

Plumbing pieces installed through out have been crudely installed into surface of wall and require re-installation.

Following consultation with Heritage Architect it is considered that this area be totally removed and re-instated as the Former Parcels Office as would have been in original design and that the toilets and amenities located in this area be relocated to the eastern end of the building where the existing toilets and communications panel is located.

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Parcels Office & Lamp Room	Cost of demolition (ie take-up floor, walls etc). Work will have to be undertaken by hand.	\$30,000.00	3
Re-instate	Floor would require to be lowered to marry-in with Former Lamp Room. Final design for reinstatement of Parcels Office and Lamp Room would have to come from Heritage Architect. Budget estimate to complete the works and make good the room.	\$80,000.00	3

**MEAL ROOM- EXTERNAL (FORMER TELEGRAPH OFFICE)**

**External**

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Doors	All doors require servicing (patching, make good, new locks etc), Works to doors area captured above in external works.		
<b><u>Internal</u></b>			
It is recommended that this room be reinstated to original condition, in consideration and following consultation with Heritage Architect.			
Floor	Concrete - May have been poured afterwards.		

## ESKBANK RAIL HERITAGE CENTRE



ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Walls	Preparation of rendered surfaces to walls in preparation of re-painting	\$7,500.00	3
Ceiling	Preparation and repairs to ceiling in preparation for re-paint	\$10,000.00	3
Electrical Distribution Board	Entire Electrical system requires upgrade to entire Railway Station Building. Works to be captured in main Electrical Upgrade.		
Sink & Heater	Remove sink cupboard & heater from room	\$500.00	3
Windows	Three (3) windows. Broken glass in two (2), broken sash cords, balance etc. Windows to be serviced and made good, work captured in external works above.		3
Rising Damp	Evidence of rising damp in wall adjoining the bathroom, which was the former telegraph office. It is considered that the rising damp penetrating through the wall is a result of showers, hand basins, plumbing etc in the room adjoining. Recommendation is to remove the entire toilet, shower amenities area and relocate to the toilet to the eastern end where original toilet block is located (as mentioned previously).	\$2500.00	3
Painting	Full extensive sub-surface preparation with total interior re-paint in accordance with SRA Standard Colour Schemes for Railway Station and Associated Buildings guide and AS2311 (A Guide to Painting)	\$7,500.00	3

### FORMER WAITING ROOM

#### External

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Doors	Door sections require double doors to be re-instated. Currently single panel door of non-original fabric. Door to be removed and original double doors re-instated in accordance with original design(new jams set, doors, furniture etc).	\$6,000.00	3
<u>Internal</u>			
Panel Walls	Room has had non-original walls placed across with wall panelling. Recommend walls be removed.	\$3,000.00	3
Walls	All walls to be repaired in preparation for painting in accordance with AS2311.	\$12,000.00	3

## ESKBANK RAIL HERITAGE CENTRE



### *COC Limited - Committed to Sustainable Rail Heritage*

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Ceiling	Acoustic ceiling tiles have been installed to room, remove ceiling tiles to room.	\$8,000.00	3
Ceiling	Re-instatement of original ceiling. (estimate only as inspection was not possible due to ceiling tiles covering)	\$10,000.00	3
Floor	Vinyl tiles to room to be removed and original timber floor under repaired and re-instated to room.	\$25,000.00	3
Sink Cupboard	Sink cupboard installed in corner of room to be removed and all services isolated and disconnected.	\$500.00	3
Electrical Power Points	Power points to room have been cut into the architraves and window mouldings. Allowance to remove and reinstate install power points next to windows (note power points to be picked up in electrical re-wire and upgrade)	\$2,250.00	3
Windows	Three (3) windows in room, require all sash cords and window balances to be repaired and replaced. Reinstate architraves around windows (x 3) Windows where power points have been installed and now relocated. (repair work to windows captured in external works above).	\$2,250.00	3
Comms	Communications duct installed down the internal wall, duct work to be removed and re-instated with the re-wiring and electrical works.	\$250.00	3
Fire Place	Original fire place to room has been removed and gas heater installed in place. Recommend removal of Gas Heater and reinstatement of original Cast Iron Fire Place with Gas insert.	\$6,000.00	3
Painting	Full extensive sub-surface preparation with total interior re-paint in accordance with SRA Standard Colour Schemes for Railway Station and Associated Buildings guide and AS2311 (A Guide to Painting)	\$8,000.00	3

#### FORMER BOOKING OFFICE

##### Internal

This room is in extremely poor condition and state of repair, Ceiling linings are suspected to be of asbestos.

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Floor	The entire floor to this room has failed. The most south/eastern corner of the room is totally unsupported. The entire floor is to be replaced	\$25,000.00	3

## ESKBANK RAIL HERITAGE CENTRE



(A BUSINESS UNIT OF COC LIMITED)

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
	(including bearers & joists and piers).		
Windows	Repair windows to room where power points are installed into window architraves. Replace architraves around windows x 3. Service and repair all windows and glazing. (repair work to windows captured in external works above).	\$2,250.00	3
Electricity	Remove Power points installed in window architraves and reinstall next to window. Remove Redundant security system installed next to door.	\$500.00	3
Ceiling & Walls	Remove asbestos ceiling installed in room. Replace ceiling with plaster ceiling and traditional moulded cornice to room.	\$10,000.00	3
Painting	Full extensive sub-surface preparation with total interior re-paint in accordance with SRA Standard Colour Schemes for Railway Station and Associated Buildings guide and AS2311 (A Guide to Painting)	\$7,500.00	3

### FORMER LADIES WAITING ROOM

#### External

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Doors	All doors require servicing (patching, make good, new locks etc), Works to doors area captured above in external works.	\$2,000.00	3
Windows	Service and repair three (3) windows. Broken glass, broken sash cords, balance etc. Windows to be serviced and made good, work captured in external works above.		2

#### Internal

Room is in poor condition and requires major works throughout to reinstate the room.

Fireplace	Original fire place to room has been removed Recommend reinstatement of original Cast Iron Fire Place with Gas insert and mantel pieces.	\$6,000.00	3
Floor	Floor coverings and floor boards to room to be removed and replaced with new Cypress pine tongue and grove flooring in original sectional timber sizes (130mm x 30 effective cover) Replaced Timber Floors to be sanded and tongue oiled	\$15,000.00	3
Ceiling	Remove asbestos ceiling installed in room. Replace ceiling with plaster ceiling and	\$10,000.00	3

## ESKBANK RAIL HERITAGE CENTRE



### COC Limited - Committed to Sustainable Rail Heritage

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
	traditional moulded cornice to room.		
Gas Heating	Gas heaters installed on wall in room are to be disconnected and removed.	\$500.00	3
Painting	Full extensive sub-surface preparation with total interior re-paint in accordance with SRA Standard Colour Schemes for Railway Station and Associated Buildings guide and AS2311 (A Guide to Painting)	\$7,500.00	3
Electrical	Entire Electrical system requires upgrade to entire Railway Station Building. Works to be captured in main Electrical Upgrade.		3

#### TOILET - COMMUNICATION PANEL

##### External

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Windows	Louvered windows to room to be repaired and made good. Timber to windows is badly wether beaten and deteriorated.	\$3,000.00	3
<b><u>Internal</u></b>			
Very old and requires upgrading and replacing to meet today's minimum standards			
Communications Panel	Communications panel in room is to be relocated and upgraded to more suitable room (possibly to former telegraphs office). Entire communications system is to be upgraded to minimum standards.	\$25,000.00	3
Door	Repair and Re-install door to correct sectional size, repair works to door and panel jamb sections is to restore door and panel jamb to original condition.	\$5,000.00	3
Toilet	Service toilet in room, replace seat, chain and taps. Investigate possibility of reinstating external doors to room and making designated female WC	\$5,500.00	3
Painting	Full extensive sub-surface preparation with total interior re-paint in accordance with SRA Standard Colour Schemes for Railway Station and Associated Buildings guide and AS2311 (A Guide to Painting)	\$7,500.00	3

## ESKBANK RAIL HERITAGE CENTRE



### TOILETS TO EASTERN END OF BUILDING

#### Internal

Toilets to area were not accessible, inspection was undertaken from viewing area through caged door to end of toilets.

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Walls	Non-original wall tiles to be removed. Wall is to be taken back to original brick work and painted to match original finish to area.	\$3,500.00	5
Floor	Two-inch brown square tiles to be removed from floor. Floor is to be re-tiled in floor tiles significant to the era	\$8,000.00	5
Painting	Full extensive sub-surface preparation with total interior re-paint in accordance with SRA Standard Colour Schemes for Railway Station and Associated Buildings guide and AS2311 (A Guide to Painting)	\$7,500.00	5
Toilet Partitions	Install toilet partitions to brick divider walls to toilets.	\$3,500.00	5
Plumbing Items	Repair and upgrade all toilet suites, basins and plumbing to toilet	\$5,000.00	5
Electrical	Upgrade all electrical items located within the toilet. (works to be captured in main electrical upgrade work)		5

## ESKBANK RAIL HERITAGE CENTRE



**COC Limited - Committed to Sustainable Rail Heritage**

### MAINTENANCE WORKSHOP - EXTERIOR

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Fascia	Re-secure timber fascia to trusses.	\$1,000.00	2
Roof / Gutters / Downpipes	Roof, gutters and downpipes have encountered severe rust and requires replacement to maintain integrity of the building	\$15,000.00	3
Doors	To be serviced and repaired to ensure the operational function of the doors as designed. This included the sliding mechanism to the rollers x 2	\$3,500.00	2
Gable	Repair timber gable ends (linings, weatherboards re-nailed back in place).	\$1,500.00	2
Eaves / Soffit	Requires re-instatement	\$1,500.00	2
Windows	Glass to all windows broken. Windows to be reglazed and repairs to sills and frame. Twelve (12) windows per side.	\$4,500	2
Barges	All barges to be re-instated.	\$1,500.00	2
Painting	Whole shed including, windows, doors, gable ends, fascia etc require a full extensive re-paint.	\$10,000.00	2
<b><u>Maintenance Workshop - Interior</u></b>			
Ceiling	Exposed timber beams - No action required.	0.00	0
Floor	Concrete - Clean	\$500.00	3
Skirting	Concrete upturn beam - Clean	\$500.00	3
Walls	Exposed rail track columns beams and metal sheeting - Noted	0.00	0
Shelving	Open timber shelves repair and repaint throughout	\$1,500.00	3
Electrical system	Electrical system would require to be inspection by authorised electrician and reported.	\$1,500.00	1

## ESKBANK RAIL HERITAGE CENTRE



### WEIGHBRIDGE BUILDING - EXTERIOR

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Windows	Re-glaze broke glass to windows broken in poly-carbon sheeting, service windows to ensure operational function	\$2,000.00	2
Roof / Gutters / Downpipes	Roof gutters and down pipes are severely affected by rust and deterioration. Allow to replace roof, gutters and down pipes with new gal iron	\$3,500.00	2
External Cladding	External cladding is asbestos is recommended to remove asbestos sheeting as sheeting has holes and cracks and should be replaced. Allowance made to removal, re-cladding and painting.	10,000.00	2
Electrical	Allow for electrical to be assessed with the rest of the precinct by authorised by person and for a report to be provided on condition and compliance to Electrical Code.	\$1,000.00	2
Door	Repair door and door jam to weighbridge as required. Provide new locked to ensure weighbridge can be secured.	\$1,000.00	2

### WEIGHBRIDGE : 'AVERY' 20 TON

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Curtilage	Bitumen yard works will be completed and upgraded with works to front of station. Allowance for annual grounds maintenance to maintain area.	\$500.00	1-5
Weighbridge pit	Concrete, remove rubbish, ensure drain clear and free of all debris. Allowance for annual grounds maintenance to maintain area.	\$500.00	1-5
Pit between shed & platform	Concrete, install new covers to hole to provide safety to area.	\$1,500.00	1
Platform	Cast iron, clear deck, clean off corrosion and protective coating (painting) to protect weighbridge	\$1,500.00	3
Kerbing rails	Steel, railway line section. Remove weeds and debris, repaint yellow	\$250.00	3
Scales	Cast iron. Attempt to recover, replace if not found. Cover hole in floor until scales reinstated. Item noted as described by Heritage Architect.	\$1,500.00	2



***COC Limited - Committed to Sustainable Rail Heritage***

**GANTRY CRANE**

Crane is located between the station and the goods shed.

The Railway Heritage Group have obtained parts of a gantry crane and wish to have this crane re-erected on the old concrete pad and block where original gantry crane would have been.

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Electrical	Upgrade entire electrical to Crane for compliance to Code and Legislation.	\$10,000.00	5

## ESKBANK RAIL HERITAGE CENTRE



### GOODS SHED AND AWNING

#### External

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Timber Decking	Decking to western end has shows signs of obvious fire. Entire damaged sections of timber decking to be removed and re-instated including the bearers and joists. Carry out general repairs to remainder of timber decking including the filling of gaps between the two separate platforms. Construct and install handrails and barriers to prevent persons from falling from decking.	\$25,000.00	4
Stairs	Replace timber stairs to both sides of timber decking leading to the rail corridor.	\$3,000.00	4
Timber Barge	Repair all timber barges to entire perimeter of goods shed and re-instate. Resecure barge roll capping to ends.	\$3,500.00	4
New Concrete Ramp/Platform	Concrete ramp/platform has recently been installed by others. This platform has presumably been installed for heritage train and services. Nil works required.	0	0
Doors	Service 3 x doors which lead from the shed onto the loading deck. Service sliding doors securing trains to rail corridor to ensure continued operation.	\$4,500.00	4
Wall Linnings	Repair and fix wall linings between shed & toilets	\$1,250.00	4
Lights	Replace fluorescent lights to exterior of the goods shed with vandal roof lights, controlled by PE Cells.	\$4,000.00	4
Windows	Replace all missing louvres to windows. Repair all window frames and sills in preparation for external painting.	\$3,000.00	4
Painting	Prepare and re-paint entire external of good shed including timber fascia, barge boards.	\$7,500.00	4
Down Pipes	Connect all downpipes to storm water / drainage system to discharge away from foundations of building. Awning structure is considered generally sound.	\$3,000.00	4
Awning Structure	Inspect steel barrup and suspension rods to awning structure to ensure structural integrity	\$1,500.00	4
Termite Inspection & Treatment	Undertake annual termite inspection and treatment to entire good sheds to ensure the integrity of timber structure remains intact.	\$3,500.00	1-5

# ESKBANK RAIL HERITAGE CENTRE



## COC Limited - Committed to Sustainable Rail Heritage

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
<b><u>Internal</u></b>			
The internal of the good shed is in reasonably good condition. There is evidence that it has undergone an electrical re-wire as a result of a previous fire. New sliding doors have been manufactured to either end of goods shed for good trains and security.			
Ceiling	No ceiling, exposed trusses underside of roof sheets, remove bird nests and secure against bird entry. Clean off droppings.	\$4,500.00	4
Floor	Large section timber boards. Check fixings, repair and install missing and damaged boards to internal flooring. General clean all bird droppings from internal floor area.	\$2,000.00	4
Floor structure	Large section timber frame with bracing. Clean out rubbish to underside of floor structure. Replace timber baulk missing from under south east corner of floor	\$1,500.00	4
Walls	Generally steel sheeting and large sectional hardwood posts and plates. Refix missing coach screws and bolts from brackets fixing bracing members	\$1,500.00	2
Office enclosures	Remove rubbish and debris from office. Service ease and adjust all doors, replace missing vertical lining board on west wall of east end office.	\$1,500.00	3

### GOODS SHED - ATTACHED TOILETS

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Sewer & Water	Reconnect to sewer and water to system to ensure operational integrity of toilets	\$2,500.00	2
Fixture & Fittings	Service all pans, cisterns and basins to facility to ensure operational integrity.	\$2,500.00	2
Painting	Prepare and re-paint all internal surfaces to toilets	\$2,000.00	2

## ESKBANK RAIL HERITAGE CENTRE



### FORMER LOCOMOTIVE DEPOT

#### General

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Open area	Rail comms and electrical cables. Relocate to originally intended route or alternate route	\$15,000.00	5
Rail Stormwater Drains	Hydraulics Engineer to provide design to address storm water / drainage issues to the site.	\$5,000.00	2
Debris	Remove all vegetation and debris surrounding the site, taking extreme care not to disturb or dislodge any heritage items of significance. This task would need to be undertaken annually.	\$1,500.00	2
Water Columns	Remove all vegetation and debris surrounding the site, taking extreme care not to disturb or dislodge any heritage items of significance. This task would need to be undertaken annually.	\$1,500.00	2
Weeds	Removal vegetation, weeds and debris from area, taking extreme caution not to disturb all dislodge any heritage items of significance. This task would require to be undertaken annually.	\$2,000.00	1-5

#### Archaeological Remains of Locomotive Shed

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Ash Pits (x 5) and building footings	Remove all vegetation and debris from pits, taking extreme care not to disturb or dislodge any brickwork to pits. Maintain regular annual maintenance for all vegetation and debris.	\$1,500.00	1-5
Vegetation	Remove spoil built up at east end of pits and building footings taking extreme care not to dislodge any brick work to pits. First year to be completed every six (6) months.	\$1,500.00	1-5
Brickwork	Relay loose brick work to top of pits, especially around the capping and ends. Bricklayer to remove and these bricks, retain and relay in original bond in lime mortar. Re-point all joints to remaining brickwork.	\$12,500.00	3

## ESKBANK RAIL HERITAGE CENTRE



***COC Limited - Committed to Sustainable Rail Heritage***

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Timber On Top of Pits	Clean all debris, rubbish and dirt from top of pits. Inspect for termite damage and treat as required, adjust levels of adjacent ground so timber is not laying in water	\$1,500.00	3
Rail and Pins	Stabilise rust with tannic acid and coat with Like Armour	\$1,000.00	3
Drains	Clear all debris and soil and debris from drains and install covers to drains to maintain integrity of drains.	\$2,000.00	2
Fencing	Construct and install security fencing to site to protect the significance of the site and to prevent unauthorised use and degradation of the site. The site security fence will help maintain the integrity of the site.	\$15,000.00	1



## ARCHAEOLOGICAL REMAINS OF TURNTABLE

There is evidence of footings on the site, most northern site towards the cut of the excavated bank on the high side, also a concrete footing and maybe an old water tank. Jean to confirm.

Old storm water sump, still running water, water was running on date of inspection. Approximately 3.5 metres deep. Inlet of pipe is approximately 2 metres down, dropping into the bottom of the pit. Not sure of where it discharges to. There is a new gal grate cover over the top.

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Arrival Road Brick Walls and Pit Floor	Remove all vegetation and debris from pits, taking extreme care not to disturb or dislodge any brickwork to pits. Maintain regular annual maintenance for all vegetation and debris.	\$1,500.00	1-5
Brickwork	Relay loose brick work to top of pits, especially around the capping and ends. Bricklayer to remove bricks, retain and relay in original bond in lime mortar. Re-point all joints to remaining brickwork.	\$10,000.00	2
Timber at West End of Pit Wall	Clean all debris, rubbish and dirt from top of pit. Inspect for termite damage and treat as required, adjust levels of adjacent ground so timber is not laying in water	\$1,500.00	3
Steel Pins	Stabilise rust with tannic acid and coat with Like Armour	\$1,000.00	3
Drains	Clear all debris and soil and debris from drains and install covers to drains to maintain integrity of drains.	\$2,000.00	2
<b><u>Turntable</u></b>			
Steel Post and Concrete Rubble	Remove steel post from later structure and concrete rubble	\$1,000.00	2
Excavation	Carefully remove all spoil and over burden which has built up since archaeological investigation. Adjust ground levels so earth does not flow into pit. Archaeologically excavate further at centre to expose drain and clear and make operable	\$2,500.00	2

## ESKBANK RAIL HERITAGE CENTRE



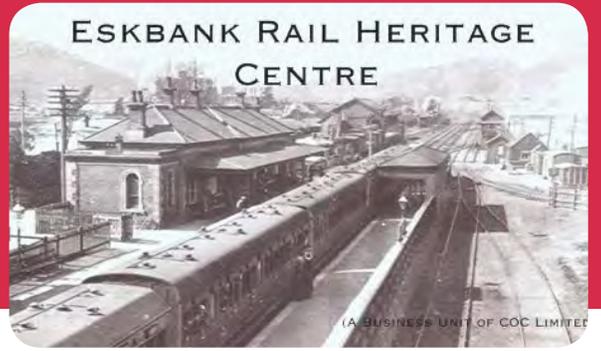
**COC Limited - Committed to Sustainable Rail Heritage**

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Brickwork and Stonework	Remove all vegetation and debris from area taking extreme care not to disturb or dislodge any brickwork or stonework. Maintain regular annual maintenance for all vegetation and debris from area.  Relay loose brickwork and stonework to area. Bricklayer to remove bricks and stone, retain and relay in original bond in lime mortar. Re-point all joints to remaining brickwork.	12,500.00	3
Timber on Turntable to Pit Wall	Clean all debris, rubbish and dirt from top of pit. Inspect for termite damage and treat as required, adjust levels of adjacent ground so timber is not laying in water Timber on turntable pit wall  Clean off dirt, remove weeds, inspect for termites, adjust levels of adjacent ground so timber is not laying in earth	\$1,500.00	3
Steel Pins and Plates	Stabilise rust with tannic acid and coat with Like Armour	\$1,000.00	3

### Storeroom - Floor Slab

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Storeroom Concrete Slab Floor	Remove spoil built up on concrete slab, taking extreme caution not to dislodge or disturb slab. First year to be completed every six (6) months	\$1,500.00	1-5

## ESKBANK RAIL HERITAGE CENTRE



### RAIL-MOUNTED TRAVELLING GANTRY CRANE

ITEM	WORK REQUIRED	INDICATIVE BUDGET EST COST	YEAR
Steel Work	Treat and preserve all steel work to crane structure in preparation for painting.	\$5,000.00	3
Crane Operations	Licensed Rigger to inspect all gears, pulleys, motors, slinging, cables and rigging to crane. All bearings and pulleys to be greased and serviced to ensure operations integrity of crane. Replace missing wire rope and hook. On completion of rigging service Rigger is to service all slewing mechanisms and operations to ensure operational integrity.	\$15,000.00	3
Electrical	Licensed Electrician to inspect and service all electrical components to the crane to ensure compliance to codes and regulations.	\$5,000.00	3
Vegetation	Remove all vegetation and debris from crane site. Maintain regular annual maintenance for all vegetation and debris.	\$1,500.00	1-5

# ESKBANK RAIL HERITAGE CENTRE



**COC Limited - Committed to Sustainable Rail Heritage**

State Rail Authority of NSW  
Office of Rail Heritage



## PROGRAM / ESTIMATE SCHEDULE

Location:	ESKBANK	Inspection Date:	1-Jun-07
		Inspected By:	NEIL MANGELSDORF

Building Element	Year 1	Cost	Year 2	Cost	Year 3	Cost	Year 4	Cost	Year 5	Cost	Total	Comments
<b>Precinct Infrastructure Services Works</b>												
Electrical System & Design	✓	\$ 35,000.00									\$ 35,000.00	
Hydraulics and Drainage	✓	\$ 45,000.00									\$ 45,000.00	
Termite Inspection & Report	✓	\$ 15,000.00	✓	\$ 7,500.00	✓	\$ 7,500.00	✓	\$ 7,500.00	✓	\$ 7,500.00	\$ 45,000.00	
<b>Station Building - External</b>												
Western End - Workshop - Former Lamp Room												
Re-built			✓	\$ 35,000.00							\$ 35,000.00	
Sandstone - Whole Station			✓	\$ 300,000.00							\$ 300,000.00	
Sandstone Restoration			✓	\$ 300,000.00							\$ 300,000.00	
Brickwork											\$ -	
Brickwork repairs and work			✓	\$ 25,000.00							\$ 25,000.00	
Painting - External Station											\$ -	
Full Preparation & Re-paint			✓	\$ 65,000.00							\$ 65,000.00	
Doors - External Station											\$ -	
Full Restoration			✓	\$ 30,000.00							\$ 30,000.00	
Windows											\$ -	
Re-glazing & Servicing			✓	\$ 40,500.00							\$ 40,500.00	
Stormwater, Sewer & Drainage											\$ -	
CCTV Camera Inspection	✓	\$ 25,000.00									\$ 25,000.00	
Gutters, Stormwater & Drainage											\$ -	
Annual Maintenance	✓	\$ 2,000.00	✓	\$ 2,000.00	✓	\$ 2,000.00	✓	\$ 2,000.00	✓	\$ 2,000.00	\$ 10,000.00	
Downpipes											\$ -	
Replace			✓	\$ 5,000.00							\$ 5,000.00	
Platform Awning											\$ -	
General Maintenance			✓	\$ 7,500.00							\$ 7,500.00	
Fence	✓	\$ 15,000.00									\$ 15,000.00	
Face Brickwork to platform									✓	\$ 15,000.00	\$ 15,000.00	
Verandahs to Front Station Building										\$ 40,000.00	\$ 40,000.00	
Yard Surface											\$ -	
Civil Works			✓	\$ 125,000.00							\$ 125,000.00	
Yard Surface / Car Parking											\$ -	
Provide Designated Parking									✓	\$ 5,000.00	\$ 5,000.00	
<b>Station Building - Internal</b>											\$ -	
Electrical System & Design											\$ -	
Upgrade			✓	\$ 65,000.00							\$ 65,000.00	
Workshop (Former Lamp Room)											\$ -	
Re-instate Flooring					✓	\$ 10,000.00					\$ 10,000.00	
Repair Walls					✓	\$ 17,500.00					\$ 17,500.00	
Doors											\$ -	Captured in external works
Render					✓	\$ 5,000.00					\$ 5,000.00	
Paintwork					✓	\$ 7,500.00					\$ 7,500.00	
Toilets (Former Parcels Office)											\$ -	
Parcels Office & Lamp room					✓	\$ 30,000.00					\$ 30,000.00	
Re-instate					✓	\$ 80,000.00					\$ 80,000.00	
Meal Room (Former Telegraph Office) - External											\$ -	
Doors											\$ -	Captured in external works

# ESKBANK RAIL HERITAGE CENTRE



(A BUSINESS UNIT OF COC LIMITED)

State Rail Authority of NSW  
Office of Rail Heritage



Location:	ESKBANK	Inspection Date:	1-Jun-07
		Inspected By:	NEIL MANGELSDORF

Building Element	Year	Cost	Year	Cost	Year	Cost	Year	Cost	Year	Cost	Total	Comments
	1		2		3		4		5			
<b>Meal Room (Former Telegraph Office) - Internal</b>											\$ -	
Wall - Repaint					✓	\$ 7,500.00					\$ 7,500.00	
Ceiling - Repairs and Repaint					✓	\$ 18,000.00					\$ 18,000.00	
Electrical (Distribution Board)					✓						\$ -	Captured in upgrading in electrical works to whole station
Sink & Heater - Remove					✓	\$ 500.00					\$ 500.00	
Windows					✓						\$ -	Captured in external works
Rising Damp					✓	\$ 2,500.00					\$ 2,500.00	
Paintwork					✓	\$ 7,500.00					\$ 7,500.00	
<b>Former Waiting Room</b>											\$ -	
Doors					✓	\$ 6,000.00					\$ 6,000.00	
Panel Walls - Remove					✓	\$ 3,000.00					\$ 3,000.00	
Walls - Preparation & Repaint					✓	\$ 12,000.00					\$ 12,000.00	
Ceiling - Removal Acoustic Tiles					✓	\$ 8,000.00					\$ 8,000.00	
Ceiling - Re-instate Original					✓	\$ 10,000.00					\$ 10,000.00	
Floor - Remove Vinyl					✓	\$ 25,000.00					\$ 25,000.00	
Sink & Cupboard - remove					✓	\$ 500.00					\$ 500.00	
Electrical Power Points					✓	\$ 2,250.00					\$ 2,250.00	
Windows					✓	\$ 5,250.00					\$ 5,250.00	
Comms					✓	\$ 250.00					\$ 250.00	
Fireplace - Re-instate original					✓	\$ 6,000.00					\$ 6,000.00	
Paintwork					✓	\$ 8,000.00					\$ 8,000.00	
<b>Former Booking Office</b>											\$ -	
Floor					✓	\$ 25,000.00					\$ 25,000.00	
Windows					✓	\$ 2,250.00					\$ 2,250.00	
Electrical					✓	\$ 500.00					\$ 500.00	
Ceiling & Walls - Replace Asbestos					✓	\$ 10,000.00					\$ 10,000.00	
Painting - Walls & Ceiling					✓	\$ 7,500.00					\$ 7,500.00	
<b>Former Ladies Waiting Room</b>											\$ -	
Doors - External					✓	\$ 2,000.00					\$ 2,000.00	
Windows - External					✓						\$ -	Captured in external works
Fireplace - Mantle Pieces					✓	\$ 6,000.00					\$ 6,000.00	
Floor					✓	\$ 15,000.00					\$ 15,000.00	
Ceiling					✓	\$ 10,000.00					\$ 10,000.00	
Paintwork					✓	\$ 7,500.00					\$ 7,500.00	
Gas Heating					✓	\$ 500.00					\$ 500.00	
Electrical					✓						\$ -	Captured in electrical works for whole station
<b>Toilet - Communications Panel</b>											\$ -	
Windows - External					✓	\$ 3,000.00					\$ 3,000.00	Captured in external works
Communications Panel - Internal					✓	\$ 25,000.00					\$ 25,000.00	
Door - Internal					✓	\$ 5,000.00					\$ 5,000.00	
Plumbing Toilet Repairs											\$ -	
Painting					✓	\$ 7,500.00					\$ 7,500.00	
<b>Toilets to Eastern End of Building</b>											\$ -	
Wall									✓	\$ 3,500.00	\$ 3,500.00	
Floor									✓	\$ 8,000.00	\$ 8,000.00	
Paintwork									✓	\$ 7,500.00	\$ 7,500.00	
Toilet Partitions									✓	\$ 3,500.00	\$ 3,500.00	
Plumbing Items									✓	\$ 5,000.00	\$ 5,000.00	
Electrical									✓		\$ -	Captured in electrical works for whole station
<b>Maintenance Workshop - Exterior</b>											\$ -	
Fascia			✓	\$ 1,000.00							\$ 1,000.00	
Roof/Gutter/Downpipes					✓	\$ 15,000.00					\$ 15,000.00	
Doors			✓	\$ 3,500.00							\$ 3,500.00	
Gable			✓	\$ 1,500.00							\$ 1,500.00	

# ESKBANK RAIL HERITAGE CENTRE



**COC Limited - Committed to Sustainable Rail Heritage**

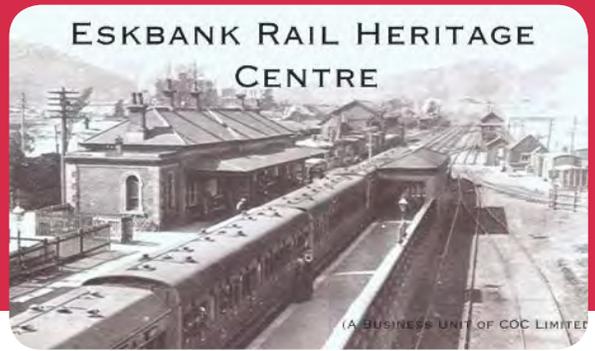
State Rail Authority of NSW  
Office of Rail Heritage



Location:	ESKBANK	Inspection Date:	1-Jun-07
		Inspected By:	NEIL MANGELSDORF

Building Element	Year 1	Cost	Year 2	Cost	Year 3	Cost	Year 4	Cost	Year 5	Cost	Total	Comments
Eaves / Soffit			✓	\$ 1,500.00							\$ 1,500.00	
Windows			✓	\$ 4,500.00							\$ 4,500.00	
Barges			✓	\$ 1,500.00							\$ 1,500.00	
Paintwork			✓	\$ 10,000.00							\$ 10,000.00	
<b>Maintenance Workshop - Interior</b>											\$ -	
Floor					✓	\$ 500.00					\$ 500.00	
Skirting					✓	\$ 500.00					\$ 500.00	
Shelving					✓	\$ 1,500.00					\$ 1,500.00	
Electrical	✓	\$ 1,500.00									\$ 1,500.00	
<b>Weighbridge Building - Exterior</b>											\$ -	
Windows			✓	\$ 2,000.00							\$ 2,000.00	
Roof/Gutter/Downpipes			✓	\$ 3,500.00							\$ 3,500.00	
External Cladding			✓	\$ 10,000.00							\$ 10,000.00	
Electrical			✓	\$ 1,000.00							\$ 1,000.00	
Door			✓	\$ 1,000.00							\$ 1,000.00	
<b>Weighbridge: Avery 20 Ton</b>											\$ -	
Curtilage	✓	\$ 500.00	✓	\$ 500.00	✓	\$ 500.00	✓	\$ 500.00	✓	\$ 500.00	\$ 2,500.00	
Weighbridge Pit	✓	\$ 500.00	✓	\$ 500.00	✓	\$ 500.00	✓	\$ 500.00	✓	\$ 500.00	\$ 2,500.00	
Pit between Shed & Platform	✓	\$ 1,500.00									\$ 1,500.00	
Platform					✓	\$ 1,500.00					\$ 1,500.00	
Korbing Rails					✓	\$ 250.00					\$ 250.00	
Scales			✓	\$ 1,500.00							\$ 1,500.00	
<b>Gantry Crane</b>											\$ -	
Electrical									✓	\$ 10,000.00	\$ 10,000.00	
<b>Goods Shed and Awning - External</b>											\$ -	
Timber Decking							✓	\$ 25,000.00			\$ 25,000.00	
Stairs							✓	\$ 3,000.00			\$ 3,000.00	
Timber Barge							✓	\$ 3,500.00			\$ 3,500.00	
New Concrete Ramp/Platform											\$ -	
Doors							✓	\$ 4,500.00			\$ 4,500.00	
Wall Linings											\$ -	
Lights							✓	\$ 4,000.00			\$ 4,000.00	
Windows							✓	\$ 3,000.00			\$ 3,000.00	
Paintwork							✓	\$ 7,500.00			\$ 7,500.00	
Downpipes							✓	\$ 3,000.00			\$ 3,000.00	
Awning Structure							✓	\$ 1,500.00			\$ 1,500.00	
Termite Treatment	✓	\$ 3,500.00	✓	\$ 3,500.00	✓	\$ 3,500.00	✓	\$ 3,500.00	✓	\$ 3,500.00	\$ 17,500.00	
<b>Goods Shed and Awning - Internal</b>											\$ -	
Ceiling							✓	\$ 4,500.00			\$ 4,500.00	
Floor							✓	\$ 2,000.00			\$ 2,000.00	
Floor Structure							✓	\$ 1,500.00			\$ 1,500.00	
Walls - Preparation & Repaint			✓	\$ 1,500.00							\$ 1,500.00	
Office Enclosures					✓	\$ 1,500.00					\$ 1,500.00	
<b>Goods Shed - Attached Toilets</b>											\$ -	
Sewer & Water			✓	\$ 2,500.00							\$ 2,500.00	
Fixtures & Fittings			✓	\$ 2,500.00							\$ 2,500.00	
Paintwork			✓	\$ 2,000.00							\$ 2,000.00	
<b>Former Locomotive Depot</b>											\$ -	
Open Area									✓	\$ 15,000.00	\$ 15,000.00	
Rail Stormwater Drains			✓	\$ 5,000.00							\$ 5,000.00	
Debris			✓	\$ 1,500.00							\$ 1,500.00	
Water Columns			✓	\$ 1,500.00							\$ 1,500.00	
Weeds	✓	\$ 2,000.00	✓	\$ 2,000.00	✓	\$ 2,000.00	✓	\$ 2,000.00	✓	\$ 2,000.00	\$ 10,000.00	
<b>Archaeological Remains of Locomotive Shed</b>											\$ -	

# ESKBANK RAIL HERITAGE CENTRE



(A BUSINESS UNIT OF COC LIMITED)

State Rail Authority of NSW  
Office of Rail Heritage



Location:	ESKBANK	Inspection Date:	1-Jun-07
		Inspected By:	NEIL MANGELSDORF

Building Element	Year	Cost	Year	Cost	Year	Cost	Year	Cost	Year	Cost	Total	Comments
	1		2		3		4		5			
Ash Pits (x5) & Building Footings	✓	\$ 1,500.00	✓	\$ 1,500.00	✓	\$ 1,500.00	✓	\$ 1,500.00	✓	\$ 1,500.00	\$ 7,500.00	
Vegetation	✓	\$ 1,500.00	✓	\$ 1,500.00	✓	\$ 1,500.00	✓	\$ 1,500.00	✓	\$ 1,500.00	\$ 7,500.00	
Brickwork					✓	\$ 12,500.00					\$ 12,500.00	
Timber on Top of Pits					✓	\$ 1,500.00					\$ 1,500.00	
Rail & Pints					✓	\$ 1,000.00					\$ 1,000.00	
Drains			✓	\$ 2,000.00							\$ 2,000.00	
Fencing	✓	\$ 15,000.00									\$ 15,000.00	
Archaeological Remains of Turntable											\$ -	
Arrival Road, Brick Walls & Pit Floor	✓	\$ 1,500.00	✓	\$ 1,500.00	✓	\$ 1,500.00	✓	\$ 1,500.00	✓	\$ 1,500.00	\$ 7,500.00	
Brickwork			✓	\$ 10,000.00							\$ 10,000.00	
Timber at West End of Pit Wall					✓	\$ 1,500.00					\$ 1,500.00	
Steel Pins					✓	\$ 1,500.00					\$ 1,500.00	
Drains			✓	\$ 2,000.00							\$ 2,000.00	
<b>Turntable</b>											\$ -	
Steel Post & Concrete Rubble			✓	\$ 1,000.00							\$ 1,000.00	
Excavation			✓	\$ 2,500.00							\$ 2,500.00	
Brickwork & Stonework					✓	\$ 12,500.00					\$ 12,500.00	
Timber on Turntable to Pit Wall					✓	\$ 1,500.00					\$ 1,500.00	
Steel Pins & Plates					✓	\$ 1,000.00					\$ 1,000.00	
<b>Storeroom - Floor Slab</b>											\$ -	
Concrete Slab Floor	✓	\$ 1,500.00	✓	\$ 1,500.00	✓	\$ 1,500.00	✓	\$ 1,500.00	✓	\$ 1,500.00	\$ 7,500.00	
<b>Rail-Mounted Traveling Gantry Crane</b>											\$ -	
Steel Work					✓	\$ 5,000.00					\$ 5,000.00	
Crane Operations					✓	\$ 15,000.00					\$ 15,000.00	
Electrical					✓	\$ 5,000.00					\$ 5,000.00	
Vegetation	✓	\$ 1,500.00	✓	\$ 1,500.00	✓	\$ 1,500.00	✓	\$ 1,500.00	✓	\$ 1,500.00	\$ 7,500.00	
<b>Total</b>		<b>\$ 74,000.00</b>		<b>\$ 790,500.00</b>		<b>\$ 493,750.00</b>		<b>\$ 79,000.00</b>		<b>\$ 128,500.00</b>	<b>\$ 1,565,750.00</b>	

Note: a new picket fence will need to be erected around the Station. It is expected that this will cost an additional \$10,000.00 .

Note: Approximately \$400,000 needs to be added to this total for extensions to be made to the Down Main Platform at Eskbank Station.

Note - this total should be reduced by \$121,000.00 as certain items are duplicated in the Eskbank Development Cost Analysis (wagon maintenance component). The total cost therefore for the Eskbank Station Redevelopment is \$1,854,750.00 based on 2007 prices. This includes the picket fence and extension to the Down Main Platform.



***COC Limited - Committed to Sustainable Rail Heritage***

## **4.0 APPENDIX E - Platform Extensions at Eskbank Station**

When Eskbank Station was built in 1882 it was a show piece with simplistic charm and became the focal point for people coming and going from the town. As such it had a platform on either side of the main line and a triangular shaped rose garden in the forecourt of the station area. The down platform had a small covered waiting area which was unique to Eskbank as well as magnificent stone stair case erected on the western end of the platform to enable passengers to get from the platform to street level.

When Eskbank ceased to become Lithgow's main station in 1926 after the new station which was built about 250 metres to the west opened, Eskbank became a sign on room for guards and enjoyed time as offices for the perway branch there after. Unfortunately the down platform was partially ripped up in the 1950's leaving only a small section of the platform containing the shelter.

Under the development plans for revitalising the Eskbank Station precinct we anticipate reinstating the down platform complete with the stair case to connect with Main Street. This aspect of the redevelopment also carries favour with Councils consultants who are working on plans to revitalise Lithgow's CBD. The plans for the construction of the platform have already been completed and if built will totally finish the transformation.

ESKBANK RAIL HERITAGE  
CENTRE



## Eskbank Platform Extension - Projected Costs

Item	Details	Unit	Number	Rate	Sub-total	Comments
1	Preliminaries					
1a	* Safety systems	Item	1	5100	\$ 5,100.00	
1b	* Induction preparation	Item	1	5510	\$ 5,510.00	
1c	* Survey & set-out	Item	1	6000	\$ 6,000.00	
1d	* Safety fencing	Day	90	350	\$ 31,500.00	
2	Footings					
2a	* Bore piers	Hour	20	189	\$ 3,780.00	Excavator
2b		Hour	40	75	\$ 3,000.00	Labourer
2c	* Reinforcement	Tonne	4.2	3785	\$ 15,897.00	
2d	* Casings	Each	20	2250	\$ 45,000.00	
2e	* Build reo. Cages	Hour	55	75	\$ 4,125.00	
2f	* Reo. Accessories	Item	1	4000	\$ 4,000.00	
2g	* Crane_1	Hour	8	195	\$ 1,560.00	Place casings & reo. cage
2h	* Pour piers	Hour	19	200	\$ 3,800.00	Pump [Hourly + M3]
2i	* Concrete	M3	36	290	\$ 10,440.00	2 metres long
3	Structural steel	Item	4.9	4600	\$ 22,540.00	
3a	* Galvanised	Item	4.9	1009	\$ 4,944.10	
3b	* Assembly Crane	Hour	70	195	\$ 13,650.00	
3c	* Labour	Hour	140	75	\$ 10,500.00	
4	Platform slab					
4a	* Reinforcement	Tonne	1.8	3785	\$ 6,813.00	
4b	* Formwork	Item	1	16780	\$ 16,780.00	
4c	* Labour	Hour	350	75	\$ 26,250.00	
5	Pour platform					
5a	* Labour	Hour	1000	75	\$ 75,000.00	
5b	* Pump	Hour	20	200	\$ 4,000.00	
5c	* Concrete	M3	40	290	\$ 11,600.00	
6	Handrail					
6a	* Supply	Item	1	6500	\$ 6,500.00	Allowance
6b	* Install	Hour	80	75	\$ 6,000.00	
6c	* Gravel	Tonne	100	40	\$ 4,000.00	
7	Contingency	Item	5%		\$ 17,414.46	5% of total
8	Contractor overhead & profit	Item	10%		\$ 34,828.91	10% Assumed
<b>Total</b>					\$ 400,532.47	

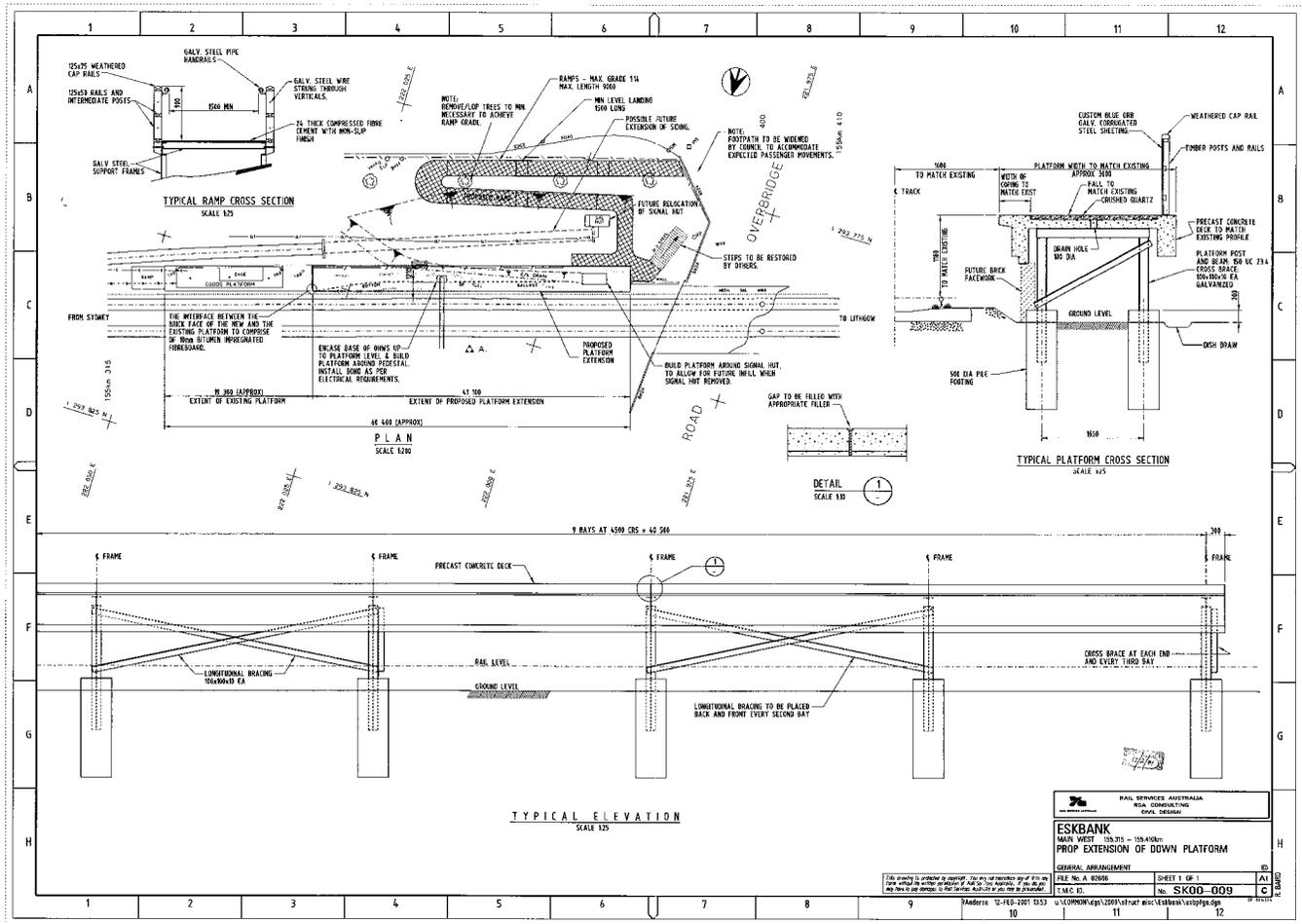


# ESKBANK RAIL HERITAGE CENTRE



(A BUSINESS UNIT OF COC LIMITED)

Eskbank Platform Extension diagram 2



# ESKBANK RAIL HERITAGE CENTRE



***COC Limited - Committed to Sustainable Rail Heritage***

Eskbank Down Platform 1890



Bridge Street showing the bridge and pedestrian accesway from the down main platform, 1926



## ESKBANK RAIL HERITAGE CENTRE



## 4.0 APPENDIX F - Letters of Support

### Paul Toole MP MEMBER FOR BATHURST ELECTORATE

12<sup>th</sup> August 2014.

Resources for Regions

To whom it may Concern

I write in support of the Application before you from the COC/ Eskbank Project.

The Eskbank Railway Project is of state significance as an early railway precinct, important in the course of NSW's history due to its key role in the industrial development of the Lithgow Valley. This is an area that is steeped in the history of Lithgow as it was the first railway yard and locomotive depot in the Lithgow Valley and served as a major locomotive depot through the 1880s boom, the 1890's depression and the Federation era.

It is important that these areas are preserved particularly as the Eskbank Railway site is of aesthetic significance as a fine example of the first stations built on the NSW railway system. The Eskbank station building is of state heritage significance as a largely intact example of the simple, classically-inspired, masonry station building type introduced by John Whitton in the 1860s. Its history is closely associated with an area that is sometimes referred to as the cradle of Australian industry. As such it has a high level of significance due to its association with important developments in transport, technology and industry. The goods shed and the remains of the locomotive depot contribute to the overall value of the place, as well as the link to the State Mine site.

The focus of developing this site as a major Tourism attraction is commendable and I recommend your consideration of this Application.

Should you need further substantiation of this Project please do not hesitate to contact me.

Yours faithfully

Paul Toole MP  
Minister for Local Government  
Member for Bathurst Electorate

[bathurst@parliament.nsw.gov.au](mailto:bathurst@parliament.nsw.gov.au)

Unit 1, 229 Howick Street  
(PO Box 2237)  
Bathurst NSW 2795

ph 02 6332 1300  
fax 02 6332 1900



THE NATIONALS  
for Regional NSW



## ***COC Limited - Committed to Sustainable Rail Heritage***



*12 June 2013*

*Chairman and Board of Directors*

*COC Limited*

*162 Mort Street*

*Lithgow NSW 2790*

Dear Sirs,

The directors of Southern Shorthaul Railroad (SSR) have considered your proposal for the establishment of a museum incorporating a wagon maintenance facility as part of the Eskbank Rail Heritage Centre which will showcase Lithgow's rich railway heritage.

SSR is a rail industry operator with wagons and also has an "operate and maintain" contract with Centennial Coal. This contract requires us to operate and maintain Centennial's coal wagon fleet which currently comprises 152 coal wagons and will increase over the coming years according to market share and industry demand.

All of these wagons require periodic inspections and regular maintenance with regard to the wheels, bogies and brakes. This maintenance is mandatory for reasons of safety, warranty, efficiency and long service life.

In our discussions with our client we have acknowledged the need to have a local facility where this maintenance can be carried out. If no such facility is available the maintenance would need to be undertaken elsewhere possibly far from Lithgow. Consequently it was of great interest to us to learn that you were considering developing a wagon maintenance facility including the installation of a wheel lathe. At present, when wheels need to be turned, which is done to maximize the life of the wheels they are sent to Victoria, which means a longer downtime not to mention the fact that it provides jobs in another state.

Lithgow has a long association with the rail industry particularly with its connections to industries like the coal, cement, coke and iron & steel and oil shale all of which had an interface with rail. The establishment of a "living museum" dedicated to showcasing Lithgow's rail heritage within the context of the Eskbank Rail Heritage Centre is a very appropriate project for the city. It will bring huge benefits

Holdco Holdings Pty Ltd trading as Southern Shorthaul Railroad (ABN 77 065 295 016)  
175 Murphy Street, Bendigo, VIC 3550

## ESKBANK RAIL HERITAGE CENTRE



to Lithgow not only for economic development and employment opportunities but will be a big boost for tourism.

Given the limited options we have in this state for wagon maintenance and the ability to undertake the work required in one location instead of farming parts of the work out this “one stop approach” has a very big advantage to any operator for so many reasons. We are certain that with the facility if open to all operators it will prove to be a great success and is a very good strategic partner to have as part of your museum complex.

Notwithstanding the above we wish to confirm our support for the establishment of the facility by offering a financial contribution of \$300,000 to assist in making the proposal a reality. We would also like to confirm that we will use the wagon maintenance facility for our own wagons as well as the Centennial fleet.

We look forward to being involved as a partner in this exciting project which we are certain will bring many benefits to the Lithgow region.

Yours Sincerely,

**Jason Ferguson**

**Director**

**Milton Bromwich**

**Director**

## ESKBANK RAIL HERITAGE CENTRE



**COC Limited - Committed to Sustainable Rail Heritage**



**Centennial Coal**

Centennial Coal Company Ltd  
Level 18, BT Tower, 1 Market Street  
Sydney NSW 2000  
Australia

T: 61 2 9266 2700  
F: 61 2 9261 5533  
E: [info@centennialcoal.com.au](mailto:info@centennialcoal.com.au)  
W: [www.centennialcoal.com.au](http://www.centennialcoal.com.au)

18 June 2013

Chairman  
COC Limited  
162 Mort Street  
LITHGOW NSW 2790

Dear Sir

Lithgow has a rich industrial past with a railway heritage which has been integral to the development of the community we see today. The proposal to establish the Eskbank Rail Heritage Centre, which also incorporates a wagon maintenance facility, represents a clever balance between resurrecting and celebrating the past while also addressing and incorporating a commercial element.

Centennial Coal (Centennial) is a significant local business operating four underground coal mines in the western coalfields and employing in excess of 800 people locally. Centennial currently has a coal wagon fleet comprising 152 coal wagons being managed by Southern Shorthaul Railroad (SSR). Centennial supports SSR's commitment to undertake maintenance of these wagons in Lithgow and to explore options that provide increased services and expertise in the future.

Centennial Coal supports the concept that has been proposed and believes it has the potential to deliver significant economic benefits and tourism potential for the Lithgow region.

Yours sincerely

Katie Brassil  
**GENERAL MANAGER EXTERNAL AFFAIRS**

## ESKBANK RAIL HERITAGE CENTRE



8 November 2013

Mr Michael Wilson  
COC Limited  
162 Mar. Street  
Lithgow NSW 2790

Dear Michael

I congratulate you on the proposal to establish the Eskbank Rail Heritage Centre and associated wagon maintenance facility in Lithgow and consider that it will offer significant, and interrelated benefits in the areas of economic development, employment, tourism and heritage.

The proposed Eskbank Rail Heritage Centre sits within the Lithgow Cultural Precinct which includes a number of key heritage, educational and tourist facilities including the old Mechanics Institute (now a campus of the University of Western Sydney), Historic Eskbank Station, Eskbank House and Museum, Blast Furnace Park (a state listed heritage site and the site of Australia's first steel works) and Lake Pillans wetlands. As you are aware Council is undertaking a number of initiatives to develop this area as a vibrant cultural, tourist and heritage precinct.

The proposed Eskbank Rail Heritage Centre fits very well with the work that Council is undertaking in this precinct to which end Council recently appointed a council representative to the Heritage Working Committee to coordinate work with COC Limited.

It is timely therefore to consider how Council initiatives in relation to the heritage precinct might be progressed in coordination with the activities of the Eskbank Rail Heritage Centre.

Lithgow has a long association with the rail and coal industries and therefore has the workforce skills, infrastructure and local demand for the services of a wagon maintenance facility which will ensure that the facility is successful.

Yours sincerely

R. W. Bailey  
**GENERAL MANAGER**

(02) 6351 9399  
(02) 6351 4259  
[www.lithgow.nsw.gov.au](http://www.lithgow.nsw.gov.au)  
[council@lithgow.nsw.gov.au](mailto:council@lithgow.nsw.gov.au)  
ADDRESS CORRESPONDENCE  
TO GENERAL MANAGER  
PO BOX 13, LITHGOW NSW 2790

## ESKBANK RAIL HERITAGE CENTRE



**COC Limited - Committed to Sustainable Rail Heritage**

12 August 2014

Mr Michael Wilson  
COC Limited  
162 Mort Street  
Lithgow NSW 2790



Dear Michael

I understand that COC Limited is proposing to apply for funding under the Resources for Regions Program for the establishment of the Eskbank Rail Heritage Centre and associated wagon maintenance facility in Lithgow. The Rail Heritage Centre is a wonderful concept and I consider that it will offer significant, and interrelated benefits in the areas of economic development, employment, tourism and heritage for the Lithgow Community.

As you know the proposed Eskbank Rail Heritage Centre sits within the Lithgow Cultural Precinct which includes a number of key heritage, educational and tourist facilities including the old Mechanics Institute (now a campus of the University of Western Sydney), Historic Eskbank Station, Eskbank House and Museum, Blast Furnace Park (a state listed heritage site and the site of Australia's first steel works) and Lake Pillans wetlands. Council is currently undertaking a number of initiatives to develop this area as a vibrant cultural, tourist and heritage precinct.

The proposed Eskbank Rail Heritage Centre fits very well with the work that Council is undertaking in this precinct to which end Council last year appointed a representative to the Heritage Working Committee to coordinate work with COC Limited.

Lithgow has a long and very proud association with the rail and coal industries and as a consequence has the workforce skills, infrastructure and local demand for the services of a wagon maintenance facility that will ensure that the facility is successful.

Yours sincerely

Clr Maree Statham  
**MAYOR**

PO Box 19, LITHGOW NSW 2790  
Tel: (02) 6354 9999 Fax: (02) 63514259  
Web: [www.lithgow.nsw.gov.au](http://www.lithgow.nsw.gov.au) Email: [council@lithgow.nsw.gov.au](mailto:council@lithgow.nsw.gov.au)

## ESKBANK RAIL HERITAGE CENTRE



### Transport Heritage NSW Implementation Team

---

Mr Michael Wilson,  
COC Limited  
162 Mort Street,  
Lithgow NSW 2790

Dear Michael

Thank you for sending me the package of information about COC Limited's plans to develop a Rail Heritage Centre and wagon maintenance facility at Eskbank.

I congratulate you and the board of COC Limited on the development of this project. The Eskbank Rail Heritage Centre offers a significant opportunity to generate employment and lasting economic benefits for the Lithgow region. In addition, the project offers a fantastic opportunity to conserve and showcase the Lithgow region's significant rail heritage.

As you may be aware, I have been chosen by the Minister for Transport, Gladys Berejiklian, to become the inaugural chair of Transport Heritage NSW. Transport Heritage NSW will oversee the management of a portfolio of heritage assets on behalf of the NSW Government. Once it has been established, the Eskbank precinct is one of the sites that will come under Transport Heritage NSW oversight,

One of the key tasks of Transport Heritage NSW will be to work with groups such as yours, to provide support and assistance and to help them put in place arrangements for the sustainable management of the state's precious transport heritage assets.

In my opinion, the best way to preserve heritage assets is to ensure that they continue to serve a useful purpose for the benefit of the community. Finding sustainable uses for heritage assets and, hopefully, generating some revenue from that use, is the only way to ensure their future.

That is why I am so enthusiastic about the proposed Eskbank Rail Heritage Centre. The integration of the Rail Museum with the wagon maintenance facility provides a use and purpose for the Eskbank precinct as well as an income stream which can be used to support the management and maintenance of the heritage assets. This model provides the benefits of employment and economic development as well as tourism and the preservation of heritage assets.

## ESKBANK RAIL HERITAGE CENTRE



### ***COC Limited - Committed to Sustainable Rail Heritage***

Currently, I am working with Transport for NSW to establish Transport Heritage NSW. We are in the process of finalising a funding deed with Transport for NSW and in the new year will commence recruitment of key personnel and move into new accommodation at Eveleigh.

While these things are happening, a member of my team, Joel Moran has been involved in discussions with RailCorp Property Division about the future of the Eskbank precinct site.

I am pleased to report that Kevin Sykes, General Manager, Property Division at RailCorp has agreed to give COC Limited land owner's consent to lodge a development application for the site – pending the resolution of a number of minor issues. RailCorp will also ask COC Limited to accept a number standard terms and conditions that RailCorp imposes on any entity seeking to develop land that is adjacent to the rail corridor.

I am also pleased to report that RailCorp, in consultation with Transport for NSW, has agreed to enter negotiations with COC Limited for a new five year licence over the precinct site. I hope this provides COC Limited with the security of tenure that you need to confidently progress the Eskbank Rail Heritage Centre Project.

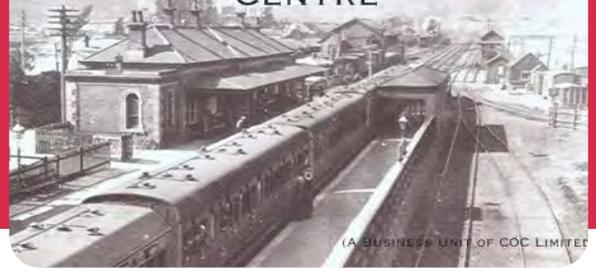
I would also like to take this opportunity to pledge the support of Transport Heritage NSW in the development of this project. Transport Heritage NSW would be pleased to provide whatever assistance it is able to, in support the project.

Once again, congratulations to you and your team on the hard work you have put into the development of this project. I wish you every success in realising your vision of Eskbank Rail Heritage Centre.

Kind Regards,

**Peter Lowry**  
Chair-Designate,  
Transport Heritage NSW

## ESKBANK RAIL HERITAGE CENTRE



52 Eskbank Street  
PO Box 364  
Lithgow NSW 2790  
Ph: (02) 6351 3287  
Fax: (02) 6352 3229  
Email: [umfa@umfa.com.au](mailto:umfa@umfa.com.au)

## THE UNITED MINEWORKERS SOUTH WESTERN DISTRICT

(Division of the Construction, Forestry, Mining and Energy Union)  
ABN 49 954 293 181



**Mining and Energy**  
636 Northcliffe Drive  
Kembla Grange NSW 2526  
Ph: (02) 4271 7577  
Fax: (02) 4271 7677  
Email: [admin@umw.com.au](mailto:admin@umw.com.au)

27<sup>th</sup> November 2013

**Mr Michael Wilson**  
COC Limited  
PO Box 350  
Lithgow NSW 2790

Dear Michael

**RE: Letter of support for the development of the Eskbank Railway Precinct, Lithgow**

I am writing to express our full support for the development of the Eskbank Railway Precinct which will include the following projects:

1. Construction of a state-of-the-art wagon maintenance facility and 'living museum' dedicated to showcasing Lithgow's rail heritage (known as the Eskbank Rail Heritage Centre);
2. Restoration of the State Significant Eskbank Station to allow it to be used for tourism activities; and
3. Development of the old steelworks rail corridor and bridge to link two State Significant Heritage Sites - *Eskbank House and Blast Furnace Park* which are also part of the heritage precinct area.

According to the NSW State Heritage Register the Eskbank Railway Precinct is:

*"...of state significance as an early railway precinct, important in the course of NSW's history due to its key role in the industrial development of the Lithgow Valley. Eskbank Railway Precinct is of further significance as the terminating place of locomotive trials undertaken in the 1880s and 1890s...The Eskbank station and the nearby remains of the locomotive depot, branch line and associated infrastructure demonstrate a class of first generation railway places. The site was established within the context of other economic and industrial developments including mining, housing, transportation of goods to Sydney and greater NSW, and it is from these that it draws its greater significance."*

We believe that this is a wholly appropriate project for the Lithgow region with the development of this State Significant Site long being regarded as critically important by the general community, businesses and those with an interest in protecting Australia's heritage. For this project to finally come to fruition would be genuinely welcomed and viewed as a significant achievement to the local and greater community.

<b>President</b> A Honeysett	<b>Secretary</b> G White	<b>Vice President</b> G Osborne	<b>Vice President</b> B Timbs	<b>Vice President</b> G Braes	<b>Check Inspectors</b> P Tatton/S Barrett
---------------------------------	-----------------------------	------------------------------------	----------------------------------	----------------------------------	---

## ESKBANK RAIL HERITAGE CENTRE



### ***COC Limited - Committed to Sustainable Rail Heritage***

As Lithgow continues to come to terms with the recent devastating fires and significant job losses within the mining industry in the area, support of this project would provide the region's community and businesses with a much welcome and appreciated boost in terms of social and economic benefits.

Additional benefits that this development will provide include:

- Creating employment in the rail maintenance sector and opportunities for training apprentices and volunteer work.
- By having both a locomotive and wagon maintenance facility in Lithgow open to all rail operators, will cement Lithgow's place as a specialised provider of rail maintenance in regional NSW.
- This integrated development will help to diversify Lithgow's economic base by providing employment opportunities in non-traditional areas such as retail and hospitality through the tourism spin offs created.
- The project will clean up a large area of land that is located in the middle of Lithgow which forms the gateway to Lithgow's CBD and halt further damage largely caused by neglect to this State Significant Site.
- This integrated industrial/heritage tourism development including the tourist train service would be unique to Lithgow and the greater region providing an exclusive tourist experience.
- The development of Eskbank Station would provide an opportunity for inbound tourists to spend more time in Lithgow, travel on the State Mine branch and explore other attractions the area has to offer thus supporting local businesses.
- Linking Eskbank House with Blast Furnace Park will showcase this embankment and bridge and preserve them for future generations encouraging use and therefore sustainability, of both of these State Significant Sites.

We wish COC Limited the best of luck in their ongoing endeavours to secure funding for the development and restoration of this State Significant Site for the benefit of both current and future generations.

Yours sincerely,

**Andy Honeysett**  
District President

<b>President</b> A Honeysett	<b>Secretary</b> G White	<b>Vice President</b> G Osborne	<b>Vice President</b> B Timbs	<b>Vice President</b> G Braes	<b>Check Inspectors</b> P Tatton/S Barrett
---------------------------------	-----------------------------	------------------------------------	----------------------------------	----------------------------------	---

## ESKBANK RAIL HERITAGE CENTRE



(A BUSINESS UNIT OF COC LIMITED)



26 November 2013

Michael Wilson  
Chairman  
COC Limited  
PO Box 350  
Lithgow NSW 2790

Westmead Campus  
St Vincent's Building J  
188-160 Hawkesbury Road  
(PO Box 408)  
Westmead NSW 2145  
Australia  
Tel: +61 2 9005 9705  
Fax: +61 2 9685 9700

Dear Michael,

**RE: Letter of Support for the Development of the Eskbank Railway Precinct, Lithgow**

I am writing to express our full support for the development of the Eskbank Railway Precinct which will include the following projects:

1. construction of a state-of-the-art wagon maintenance facility and 'living museum' dedicated to showcasing Lithgow's rail heritage (known as the Eskbank Rail Heritage Centre);
2. restoration of the State Significant Eskbank Station to allow it to be used for tourism activities; and
3. development of the old steelworks rail corridor and bridge to link two State Significant Heritage Sites - Eskbank House and Blast Furnace Park which are also part of the heritage precinct area.

According to the NSW State Heritage Register the Eskbank Railway Precinct is:

*"...of state significance as an early railway precinct, important in the course of NSW's history due to its key role in the industrial development of the Lithgow Valley. Eskbank Railway Precinct is of further significance as the terminating place of locomotive trials undertaken in the 1880s and 1890s. The Eskbank station and the nearby remains of the locomotive depot, branch line and associated infrastructure demonstrate a class of first generation railway places. The site was established within the context of other economic and industrial developments including mining, housing, transportation of goods to Sydney and greater NSW, and it is from these that it draws its greater significance."*

UWS is currently investing several million dollars into establishing a UWS College campus in Lithgow by redeveloping a locally important heritage site which adjoins the Eskbank Railway Precinct. Consequently work undertaken to improve this vast heritage area would be welcomed as we endeavour to establish our College within the region.

UWSCOLLEGE (ABN 64 005 674 465)  
is fully accredited by the University of  
Western Sydney  
UWSCollege CRICOS Code 03011G  
UWS CRICOS Code 00517K

## ESKBANK RAIL HERITAGE CENTRE



*COC Limited - Committed to Sustainable Rail Heritage*

-2-

In addition to this, we believe that this is a wholly appropriate project for the Lithgow region with the development of this State Significant Site long being regarded as critically important by the general community, businesses and those with an interest in protecting Australia's heritage. For this project to finally come to fruition would be genuinely welcomed and viewed as a significant achievement to the local and greater community.

As Lithgow continues to come to terms with the recent devastating fire, support of this project would provide the region's community and businesses with a much welcome and appreciated boost in terms of social and economic benefits.

Additional benefits that the development will provide include:

- Creating employment in the rail maintenance sector and opportunities for training apprentices and volunteer work.
- By having both a locomotive and wagon maintenance facility in Lithgow open to all rail operators, will cement Lithgow's place as a specialised provider of rail maintenance in regional NSW.
- This integrated development will help to diversify Lithgow's economic base by providing employment opportunities in non-traditional areas such as retail and hospitality through the tourism spin offs created.
- The project will clean-up a large area of land that is located in the middle of Lithgow which forms the gateway to Lithgow's CBD and halt further damage largely caused by neglect to this State Significant Site.
- This integrated Industrial/heritage tourism development including the tourist train service would be unique to Lithgow and the greater region providing an exclusive tourist experience.
- The development of Eskbank Station would provide an opportunity for inbound tourists to spend more time in Lithgow, travel on the State Mine branch and explore other attractions the area has to offer thus supporting local businesses.
- Linking Eskbank House with Blast Furnace Park will showcase this embankment and bridge and preserve them for future generations encouraging use and therefore sustainability, of both of these State Significant Sites.

We wish COC Limited the best of luck in their ongoing endeavours to secure funding for the development and restoration of this State Significant Site for the benefit of both current and future generations.

Yours sincerely,

Dr Kerry Hudson  
Dean and CEO, UWS College

P: 02 9806 9732  
M: 0424 183 629  
E: k.hudson@uws.edu.au

## ESKBANK RAIL HERITAGE CENTRE



(A BUSINESS UNIT OF COC LIMITED)



**Westfund Limited**  
ABN 55 002 030 854  
Head Office:  
5 Railway Parade  
Lithgow NSW 2700  
Phone: **1300 552 132**  
Fax: (02) 6352 3080  
Email: [enquiries@westfund.com.au](mailto:enquiries@westfund.com.au)  
Web: [www.westfund.com.au](http://www.westfund.com.au)

20 November 2013

### Letter of Support for the Development of the Eskbank Railway Precinct, Lithgow

I am writing to express full support for the development of the Eskbank Railway Precinct which will include the following projects:

1. Construction of a state-of-the-art wagon maintenance facility and "living museum" dedicated to showcasing Lithgow's rail heritage (known as the Eskbank Rail Heritage Centre);
2. Restoration of the State Significant Eskbank Station to a level to be used for tourism activities; and
3. Development of the old steelworks rail corridor and bridge to link two State Significant Heritage Sites – *Eskbank House* and *Blast Furnace Park* – which are also part of the heritage precinct area.

According to the NSW State Heritage Register, the Eskbank Railway Precinct is:

*"... of state significance as an early railway precinct, important in the course of NSW's history due to its key role in the industrial development of the Lithgow Valley. Eskbank Railway Precinct is of further significance as the terminating place of locomotive trials undertaken in the 1880's and 1980's ... The Eskbank station and the nearby remains of the locomotive depot, branch line and associated infrastructure demonstrate a class of first generation railway places. The site was established within the context of other economic and industrial developments including mining, housing, transportation of goods to Sydney and greater NSW, and it is from these that it draws its greater significance".*

We believe that this is a wholly appropriate project for the Lithgow region with the development of this State Significant Site long being regarded as critically important by the general community, businesses and those with an interest in protecting Australia's heritage. For this project to finally come to fruition would be genuinely welcomed and viewed as a significant achievement to the local and greater community.

A registered private health  
insurer under the Private  
Health Insurance Act.  
A not-for-profit health fund.

We're here for you

## ESKBANK RAIL HERITAGE CENTRE



### ***COC Limited - Committed to Sustainable Rail Heritage***

- 2 -

As Lithgow continues to come to terms with the recent devastating fires, support of this project would provide the region's community and businesses with a much welcome and appreciated boost in terms of social and economic benefits.

Additional benefits that this development will provide include:

- Creating employment in the rail maintenance sector and opportunities for training, apprentices and volunteer work.
- By having both a locomotive and wagon maintenance facility in Lithgow open to all rail operators, will cement Lithgow's place as a specialist provider of rail maintenance in regional NSW.
- This integrated development will help to diversify Lithgow's economic base by providing employment opportunities in non traditional areas such as retail and hospitality through the tourism spin-offs created.
- The project will clean up a large area of land that is located in the middle of Lithgow which forms the gateway to Lithgow's CBD and halt further damage largely caused by neglect to this State Significant Site.
- This integrated industrial/heritage tourism development including the tourist train service would be unique to Lithgow and the greater region, providing an exclusive tourist experience.
- The development of Eskbank Station would provide an opportunity for inbound tourists to spend more in Lithgow, travel on the State Mine branch and explore other attractions the area has to offer thus supporting local businesses.
- Linking Eskbank House with Blast Furnace Park will showcase this embankment and bridge and preserve them for future generations, encouraging use and therefore sustainability, of both of these State Significant Sites.

We wish COC Limited the best of luck in their ongoing endeavours to secure funding for the development and restoration of this State Significant Site for the benefit of both current and future generations.

Yours sincerely

Howard Fisher  
Chairman

## ESKBANK RAIL HERITAGE CENTRE



# **LITHGOW** 128 *Servicing the Community* Years of Publication **MERCURY**

**(02) 63522700**

[len.ashworth@fairfaxmedia.com.au](mailto:len.ashworth@fairfaxmedia.com.au)

PO Box 91, Lithgow 2790

I am writing to express our full support for the development of the Eskbank Railway Precinct which will include the following projects:

1. Construction of a state-of-the-art wagon maintenance facility and 'living museum' dedicated to showcasing Lithgow's rail heritage (known as the Eskbank Rail Heritage Centre);
2. Restoration of the State Significant Eskbank Station to allow it to be used for tourism activities; and
3. Development of the old steelworks rail corridor and bridge to link two State Significant Heritage Sites - Eskbank House and Blast Furnace Park which are also part of the heritage precinct area.

According to the NSW State Heritage Register the Eskbank Railway Precinct is:

"...of state significance as an early railway precinct, important in the course of NSW's history due to its key role in the industrial development of the Lithgow Valley. Eskbank Railway Precinct is of further significance as the terminating place of locomotive trials undertaken in the 1880s and 1890s...The Eskbank station and the nearby remains of the locomotive depot, branch line and associated infrastructure demonstrate a class of first generation railway places. The site was established within the context of

## ESKBANK RAIL HERITAGE CENTRE



### ***COC Limited - Committed to Sustainable Rail Heritage***

other economic and industrial developments including mining, housing, transportation of goods to Sydney and greater NSW, and it is from these that it draws its greater significance.”

We believe that this is a wholly appropriate project for the Lithgow region with the development of this State Significant Site long being regarded as critically important by the general community, businesses and those with an interest in protecting Australia’s heritage. For this project to finally come to fruition would be genuinely welcomed and viewed as a significant achievement to the local and greater community.

As Lithgow continues to come to terms with the recent devastating fires and significant job losses within the mining industry in the area, support of this project would provide the region’s community and businesses with a much welcome and appreciated boost in terms of social and economic benefits.

Additional benefits that this development will provide include:

- Creating employment in the rail maintenance sector and opportunities for training apprentices and volunteer work.
- By having both a locomotive and wagon maintenance facility in Lithgow open to all rail operators, will cement Lithgow’s place as a specialised provider of rail maintenance in regional NSW.
- This integrated development will help to diversify Lithgow’s economic base by providing employment opportunities in non-traditional areas such as retail and hospitality through the tourism spin offs created.
- The project will clean up a large area of land that is located in the middle of Lithgow which forms the gateway to Lithgow’s CBD and halt further damage largely caused by neglect to this State Significant Site.
- This integrated industrial/heritage tourism development including the tourist train service would be unique to Lithgow and the greater region providing an exclusive tourist experience.
- The development of Eskbank Station would provide an opportunity for inbound tourists to spend more time in Lithgow, travel on the State Mine

## ESKBANK RAIL HERITAGE CENTRE



branch and explore other attractions the area has to offer thus supporting local businesses.

- Linking Eskbank House with Blast Furnace Park will showcase this embankment and bridge and preserve them for future generations encouraging use and therefore sustainability, of both of these State Significant Sites.

We wish COC Limited the best of luck in their ongoing endeavours to secure funding for the development and restoration of this State Significant Site for the benefit of both current and future generations.

Yours sincerely,

LEN ASHWORTH  
MANAGING EDITOR  
November 26, 2013

# ESKBANK RAIL HERITAGE CENTRE



## COC Limited - Committed to Sustainable Rail Heritage



### Lithgow

192-194 Main Street  
Lithgow NSW 2780  
PO BOX 22  
LITHGOW NSW 2780

t 02 6361 2520  
f 02 6362 5102

RE: Letter of support for the development of the Eskbank Railway Precinct, Lithgow

I am writing to express our full support for the development of the Eskbank Railway Precinct which will include the following projects:

1. Construction of a state-of-the-art wagon maintenance facility and 'living museum' dedicated to showcasing Lithgow's rail heritage (known as the Eskbank Rail Heritage Centre);
2. Restoration of two State Significant Eskbank Station to allow it to be used for tourism activities; and
3. Development of the old steelworks rail corridor and bridge to link two State Significant Heritage Sites *Eskbank House and Blasi Furnace Park* which are also part of the heritage precinct area.

According to the NSW State Heritage Register the Eskbank Railway Precinct is:

*'...of state significance as an early railway precinct, important in the course of NSW's history due to its key role in the industrial development of the Lithgow Valley. Eskbank Railway Precinct is of further significance as the remaining place of locomotive trials undertaken in the 1880s and 1890s...The Eskbank station and the nearby remains of the locomotive depot, branch line and associated infrastructure demonstrate a class of first generation railway places. The site was established within the context of other economic and industrial developments including mining, housing, transportation of goods to Sydney and greater NSW, and it is from these that it draws its greater significance.'*

We believe that this is a wholly appropriate project for the Lithgow region with the development of this State Significant Site long being regarded as critically important by the general community, businesses and those with an interest in preserving Australia's heritage. For this project to finally come to fruition would be genuinely welcomed and viewed as a significant achievement to the local and greater community.

As Lithgow continues to come to terms with the recent devastating fires and significant job losses within the mining industry in the area, support of this project would provide the region's community and businesses with a much welcomed and appreciated boost in terms of social and economic benefits.

Additional benefits that this development will provide include:

- Creating employment in the rail maintenance sector and opportunities for training apprentices and volunteer work.
- By having both a locomotive and wagon maintenance facility in Lithgow open to all rail operators, will cement Lithgow's place as a specialised provider of rail maintenance in regional NSW.
- This integrated development will help to diversify Lithgow's economic base by providing employment opportunities in non-traditional areas such as retail and hospitality through the tourism spin offs created.
- The project will clean up a large area of land that is located in the middle of Lithgow which forms the gateway to Lithgow's CBD and will further damage rarely caused by neglected to this State Significant Site.
- This integrated industrial heritage tourism development including the tourist train service would be unique to Lithgow and the greater region providing an exclusive tourist experience.
- The development of Eskbank Station would provide an opportunity for inbound tourists to spend more time in Lithgow, travel on the State Mine branch and explore other attractions the area has to offer thus supporting local businesses.

lithgow@jjbaker.com.au  
Lithgow Rail Parks Pty Ltd Lithgow  
LJH Baker Lithgow  
ABN 16 136 514 906

## ESKBANK RAIL HERITAGE CENTRE



- Linking Eskbank House with Biall Junction Park will showcase this embankment and bridge and preserve them for future generations encouraging use and therefore sustainability, of both of these State Significant Sites.

We wish COC Limited the best of luck in their ongoing endeavours to secure funding for the development and restoration of this State Significant Site for the benefit of both current and future generations.

Yours sincerely,

  
JAMES GIDKALIS  
PRINCIPAL

## ESKBANK RAIL HERITAGE CENTRE



**COC Limited - Committed to Sustainable Rail Heritage**



Registered Office:  
3-7 Tank Street Lithgow NSW 2790  
PO Box 747 Lithgow NSW 2790

P [02] 6350 7777  
F [02] 6362 1565

Email: [info@workies.com.au](mailto:info@workies.com.au)  
Website: [www.lithgowworkmensclub.com.au](http://www.lithgowworkmensclub.com.au)

ABN 66 001 068 408  
Address all communications to the General Manager.

### Letter of Support for the development of the Eskbank Railway Precinct Lithgow

I am writing to express our full support for the development of the Eskbank Railway Precinct which will include the following projects:

1. Construction of a state – of – the – art wagon maintenance facility and “living museum” dedicated to showcasing Lithgow’s Rail Heritage known as (the eskbank rail heritage centre);
2. Restoration of the State Significant Eskbank Station to allow it to be used for tourism activities; and
3. Development of the old steelworks rail corridor and bridge to link two State Significant Heritage Sites – Eskbank House and Blast Furnace Park which are also part of the heritage precinct area.

According to the NSW State Heritage Register the Eskbank Railway Precinct is:

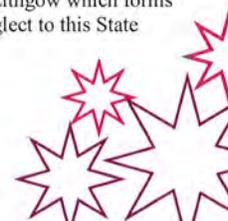
“..... of State significance as an early railway precinct, important in the course of NSW’s history due to it’s key role in the industrial development of the Lithgow valley. Eskbank Railway Precinct is of further significance as the terminating place of locomotive trials undertaken in the 1880s and 1890s...The Eskbank Station and the nearby remains of the Locomotive Depot, branch line and associated infrastructure demonstrate a class of first generation railway places. The site was established within the context of other economic and industrial developments including mining, housing, transportation of goods to Sydney and greater NSW, and it is from these that it draws its greater significance.”

We believe that this is a wholly appropriate project for the Lithgow region with the development of this State Significant Site long being regarded as critically important by the general community, businesses and those with an interest in protecting Australia’s Heritage. For this project to finally come to fruition would be genuinely welcomed and viewed as a significant achievement to the local and greater community.

As Lithgow continues to come to terms with the recent devastating fires and significant job losses within the mining industry in the area, support of this project would provide the region’s community and businesses with a much welcome and appreciated boost in terms of social and economic benefits.

Additional benefits that this development will provide include:

- Creating employment in the rail maintenance sector and opportunities for training apprentices and volunteer work.
- By having both a locomotive and wagon maintenance facility in Lithgow open to all operators, will cement Lithgow’s place as a specialised provider of rail maintenance in regional NSW.
- This intergrated development will help to diversify Lithgow’s economic base by providing employment opportunities in non-traditional areas such as retail and hospitality through the tourism spinoffs created.
- The project will clean up a large area of land that is located in the middle of Lithgow which forms the gateway to Lithgow’s CBD and halt further damage largely caused by neglect to this State Significant Site.



## ESKBANK RAIL HERITAGE CENTRE



- This integrated industrial/heritage tourism development including the tourist train service would be unique to Lithgow and the greater region providing an exclusive tourist experience.
- The development of Eskbank Station would provide an opportunity for inbound tourists to spend more time in Lithgow, travel on the State Mine branch and explore other attractions the area has to offer thus supporting local businesses.
- Linking Eskbank House with Blast Furnace Park will showcase this embankment and bridge and preserve them for future generations, encouraging use and therefore sustainability, of both of these State Significant Sites.

We wish COC Limited the best of luck in their ongoing endeavours to secure funding for the development and restoration of this State Significant Site for the benefit of both current and future generations.

Yours sincerely,

Howard Fisher  
President  
Lithgow & District Workmen's Club

## ESKBANK RAIL HERITAGE CENTRE



**COC Limited - Committed to Sustainable Rail Heritage**



**RE: Letter of support for the development of the Eskbank Railway Precinct, Lithgow**

I am writing to express our full support for the development of the Eskbank Railway Precinct which will include the following projects:

1. Construction of a state-of-the-art wagon maintenance facility and 'living museum' dedicated to showcasing Lithgow's rail heritage (known as the Eskbank Rail Heritage Centre);
2. Restoration of the State Significant Eskbank Station to allow it to be used for tourism activities; and
3. Development of the old steelworks rail corridor and bridge to link two State Significant Heritage Sites - Eskbank House and Blast Furnace Park which are also part of the heritage precinct area.

According to the NSW State Heritage Register the Eskbank Railway Precinct is:

*"...of state significance as an early railway precinct, important in the course of NSW's history due to its key role in the industrial development of the Lithgow Valley. Eskbank Railway Precinct is of further significance as the terminating place of locomotive trials undertaken in the 1880s and 1890s...The Eskbank station and the nearby remains of the locomotive depot, branch line and associated infrastructure demonstrate a class of first generation railway places. The site was established within the context of other economic and industrial developments including mining, housing, transportation of goods to Sydney and greater NSW, and it is from these that it draws its greater significance."*

We believe that this is a wholly appropriate project for the Lithgow region with the development of this State Significant Site long being regarded as critically important by the general community, businesses and those with an interest in protecting Australia's heritage. For this project to finally come to fruition would be genuinely welcomed and viewed as a significant achievement to the local and greater community.

As Lithgow continues to come to terms with the recent devastating fires and significant job losses within the mining industry in the area, support of this project would provide the region's community and businesses with a much welcome and appreciated boost in terms of social and economic benefits.

Additional benefits that this development will provide include:

- Creating employment in the rail maintenance sector and opportunities for training apprentices and volunteer work.
- By having both a locomotive and wagon maintenance facility in Lithgow open to all rail operators, will cement Lithgow's place as a specialised provider of rail maintenance in regional NSW.
- This integrated development will help to diversify Lithgow's economic base by providing employment opportunities in non-traditional areas such as retail and hospitality through the tourism spin offs created.
- The project will clean up a large area of land that is located in the middle of Lithgow which forms the gateway to Lithgow's CBD and halt further damage largely caused by neglect to this State Significant Site.
- This integrated industrial/heritage tourism development including the tourist train service would be unique to Lithgow and the greater region providing an exclusive tourist experience.
- The development of Eskbank Station would provide an opportunity for inbound tourists to spend more time in Lithgow, travel on the State Mine branch and explore other attractions the area has to offer thus supporting local businesses.

**Lithgow Business Association Inc.**

ABN: 35 367 076 722

PO Box 239, Lithgow NSW 2790

Phone: 0400 698 240

Email: [info@lithgowbusiness.com.au](mailto:info@lithgowbusiness.com.au) • Website: [www.lithgowbusiness.com.au](http://www.lithgowbusiness.com.au)

## ESKBANK RAIL HERITAGE CENTRE



(A BUSINESS UNIT OF COC LIMITED)



- Linking Eskbank House with Blast Furnace Park will showcase this embankment and bridge and preserve them for future generations encouraging use and therefore sustainability, of both of these State Significant Sites.

We wish COC Limited the best of luck in their ongoing endeavours to secure funding for the development and restoration of this State Significant Site for the benefit of both current and future generations.

Yours sincerely,

SALLY TAYLOR  
PRESIDENT

Lithgow Business Ass.

### **Lithgow Business Association Inc.**

ABN: 35 367 076 722

PO Box 239, Lithgow NSW 2790

Phone: 0400 698 240

Email: [info@lithgowbusiness.com.au](mailto:info@lithgowbusiness.com.au) • Website: [www.lithgowbusiness.com.au](http://www.lithgowbusiness.com.au)



**COC Limited - Committed to Sustainable Rail Heritage**

## **Le Fevre & Co.**

**Solicitors & Attorneys**

Incorporating Thompson and Le Fevre. Est. 1907

Our Ref: AJL:AG

28 November, 2013

Dear Sir,

**Re: Letter of Support for the Development of the Eskbank Railway Precinct, Lithgow**

I write to express my full support for the development of the Eskbank Railway Precinct which will include the following projects:

1. construction of a state-of-the-art wagon maintenance facility and 'living museum' dedicated to showcasing Lithgow's rail heritage (known as the Eskbank Rail Heritage Centre);
2. restoration of the State Significant Eskbank Station to allow it to be used for tourism activities; and
3. development of the old steelworks rail corridor and bridge to link two State Significant Heritage Sites - *Eskbank House and Blast Furnace Park*, which are also part of the heritage precinct area.

According to the NSW State Heritage Register the Eskbank Railway Precinct is:

*"...of state significance as an early railway precinct, important in the course of NSW's history due to its key role in the industrial development of the Lithgow Valley. Eskbank Railway Precinct is of further significance as the terminating place of locomotive trials undertaken in the 1880s and 1890s. The Eskbank station and the nearby remains of the locomotive depot, branch line and associated infrastructure demonstrate a class of first generation railway places. The site was established within the context of other economic and industrial developments including mining, housing, transportation of goods to Sydney and greater NSW, and it is from these that it draws its greater significance."*

I believe that this is a wholly appropriate project for the Lithgow region with the development of this State Significant Site long being regarded as critically important by the general community, businesses and those with an interest in protecting Australia's heritage. For this project to finally come to fruition would be genuinely welcomed and viewed as a significant achievement to the local and greater community.

As Lithgow continues to come to terms with the recent devastating fires and significant job losses within the mining industry in the area, support of this project would provide the region's community and businesses with a much welcome and appreciated boost in terms of social and economic benefits.

Additional benefits which this development will provide include:

- Creating employment in the rail maintenance sector and opportunities for training apprentices and volunteer work.
- By having both a locomotive and wagon maintenance facility in Lithgow open to all rail operators, will cement Lithgow's place as a specialised provider of rail maintenance in regional NSW.
- This integrated development will help to diversify Lithgow's economic base by providing employment opportunities in non-traditional areas such as retail and hospitality through the tourism spin-offs created.
- The project will clean up a large area of land which is located in the middle of Lithgow and which forms the gateway to Lithgow's CBD and halt further damage largely caused by neglect to this State Significant Site.
- This integrated industrial/heritage tourism development, including the tourist train service, would be unique to Lithgow and the greater region providing an exclusive tourist experience.

*Principal: Allan J. Lindsay*

**City Chambers  
108 Main Street, Lithgow NSW 2790**  
P.O. Box 67, Lithgow NSW 2790  
DX 3151 Lithgow  
ABN: 27 759 019 416  
Telephone: (02) 6352 2699 Facsimile: (02) 6352 1351  
Email: [info@lefevreco.com.au](mailto:info@lefevreco.com.au)

*Consultant: Tim Le Fevre*

O:\Authors\AG128175.doc

Hours: 9a.m. to 5 p.m. Monday to Friday

*Liability limited by a Scheme approved under Professional Standards Legislation*

## ESKBANK RAIL HERITAGE CENTRE



- 2 -

- The development of Eskbank Station would provide an opportunity for inbound tourists to spend more time in Lithgow, travel on the State Mine branch and explore other attractions the area has to offer, thus supporting local businesses.
- Linking Eskbank House with Blast Furnace Park will showcase this embankment and bridge and preserve them for future generations, encouraging use and therefore sustainability, of both of these State Significant Sites.

I wish COC Limited the best of luck in their ongoing endeavours to secure funding for the development and restoration of this State Significant Site for the benefit of both current and future generations.

Yours faithfully,

Allan J. Lindsay

ESKBANK RAIL HERITAGE  
CENTRE



**COC Limited - Committed to Sustainable Rail Heritage**

## 4.0 APPENDIX G - Miscellaneous Documentation

RON MCNAIR  
PO BOX 350  
LITHGOW NSW 2790



### Certificate of Registration of a Company

This is to certify that

**C.O.C. LIMITED**

Australian Company Number 134 936 477

is a registered company under the Corporations Act 2001 and  
is taken to be registered in New South Wales.

The company is limited by guarantee.

The company is a public company.

The day of commencement of registration is  
the fifteenth day of January 2009.

Issued by the  
Australian Securities and Investments Commission  
on this fifteenth day of January, 2009.

Anthony Michael D'Aloisio  
Chairman



CERTIFICATE



**ASIC**  
Australian Securities & Investments Commission

## Record of Registration for Business Name

Business name information for:

### **ESKBANK RAIL HERITAGE CENTRE**

This Record of Registration contains information recorded on the Australian Securities and Investments Commission's (ASIC) register under section 33(8) of the Business Names Registration Act 2011.

**Date:** 15 January 2010

**Next renewal date:** 15 January 2016

Record of registration issued by the Australian Securities and Investments Commission on 13 March 2013

A handwritten signature in black ink, appearing to read 'Rosanne Bell'.

Rosanne Bell  
Senior Executive Leader  
Registry Services and Licensing

RECORD OF REGISTRATION



**COC Limited - Committed to Sustainable Rail Heritage**

RON MCNAIR  
PO BOX 350  
LITHGOW NSW 2790

ASIC is the Australian Government's trading name for ASIC Pty Ltd.

## Certificate of Registration of a Company



This is to certify that

**ESKBANK LOCOMOTIVE DEPOT & MUSEUM LIMITED**

**Australian Company Number 168 978 354**

is a registered company under the Corporations Act 2001 and is taken to be registered in New South Wales.

The company is **limited by guarantee**.

The company is a **public** company.

The day of commencement of registration is **the eighth day of April 2014**.

Issued by the  
Australian Securities and Investments Commission  
on this eighth day of April, 2014.

Greg Medcraft  
Chairman

CERTIFICATE