

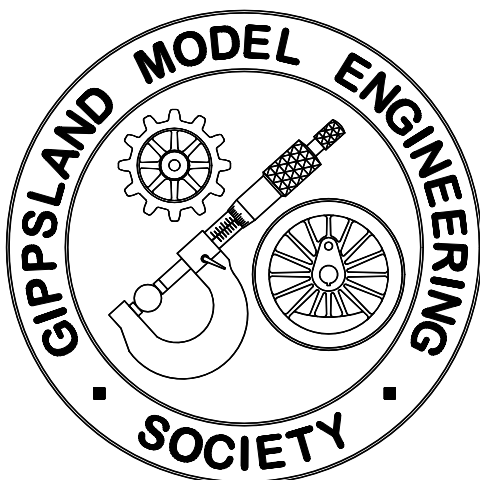
Gippsland Model Engineering Society Inc.

Newman Park Miniature Railway 20 Year Development Vision Couchs Lane TRARALGON Victoria 3844

Submission presented to the
Latrobe City Council
17 September 2003



Special Train for Opening Peterkin Street Balloon Loop Track 26 February 2000



Prepared by GMES Members:
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GMES Mission Statement

The Gippsland Model Engineering Society fosters and encourages the development of Model Engineering and Engineering Workshop practices, sharing our projects and experiences with the community via exhibitions and public operation of Miniature Railways

Executive Summary

Due to the changing infrastructure and operational requirements arising since the Gippsland Model Engineering Society's last submission to the Latrobe City, dated 24 July 2000, we wish to now submit our 20 year vision of the Societies aims and aspirations for the Newman Park Miniature Railway complex. The Society will continue to present 5 year development programs to detail the projects being pursued in each 5 year period.

Our current development program concludes in 2005, but recent events have necessitated this submission. This is also important, at this time, because of the current activity concerning the Master Plan for the whole of Newman Park development. In this document various alternatives are put forward for Council's consideration regarding improvements and additions to the miniature railway complex and its environs, which includes upgrading the existing toilet block and additional off-street car parking.

The five track extensions proposed in this document promote a 20-year vision for the Societies track work expansion. They are detailed here to make provision for their placement in future activities by all parkland stakeholders. When council approves of a final plan, then the GMES will be requesting council assistance in seeking grant funding to carry out any works required in a staged construction program.

Extensive consultation has taken place with the various interested parties of Victory Park, Newman Park and Doorty Park in formulating this submission. They include the Traralgon Lions Club, the 1st Traralgon Scout Group, the Traralgon Creek Landcare Group, the West Gippsland Catchment Management Authority and various representatives and officers of the Latrobe City Council, Councillors and our local Member of Parliament.

Our Society looks forward to the continued partnership between our sponsors, these stakeholders and ourselves. We particularly ask for continued support by way of direct grants, or assistance to obtain grants, which will contribute in making the Newman Park Miniature Railway facility one of the best in Australia. Newman Park has become a widely known tourist precinct and asset for the Latrobe Valley and requires continued support by all stakeholders.

The Society has a storage crisis and our immediate building proposals for consideration include:

1. Placing the 22kV overhead power line along Couchs Lane underground. This will give additional space to the compound area for the erection of a general-purpose building to act as a storeroom and engineering workshop. This building could be designed with a view to adding a second level for clubroom purposes at a later date. Kitchen and toilet facilities are planned for this building.
2. The Society also wishes to raise the ex-Victorian Railways Signal Box 1.2 metres to its original height. This increased headroom in the lower floor will provide much needed space for material storage and for storage of our increasing passenger carriage fleet.
3. The increase in on site storage is beginning to limit our capability to resource our increasing passenger carrying requirements. The society requires to build additional rolling stock and then wishes to store the same on site. We also have an 8 metre long tandem trailer, which is used for transportation of our portable track. The tandem trailer and portable track infrastructure are currently stored off site due to no available space.

Appendix 1 presents GMES background information and Appendix 2 presents the GMES achievements to date.

1. Forward

At the present time, work is being undertaken to formulate plans for improvements to the whole of Newman Park on a short and long-term basis. Some of these plans will affect the adjacent Doorty and Victory Parks. Prior to the commencement of this activity, the GMES was already considering what we required in the future to improve our complex and Miniature Railway operations. This was done in conjunction with the need to obtain a new lease for our Miniature Railway. The Latrobe City Council is currently considering our lease application.

The Society has held many discussions with the stakeholders of these parks, and now presents our 20 Year Development Vision to the Latrobe City Council, which marries our proposals in with the other parties in the park. The Society will still present 5-year development programs detailing the projects that will be undertaken, our current 5-year program concludes during 2005.

This submission provides information on the personal ethos of the Society, short and long term infrastructure aim, routine activities associated with the operational requirements, and financial planning with indication where grant monies will be required, and where the Society will use its own resources.

This submission also stresses the need for more space to erect buildings to enable improvements to our comfort and operational needs.

2. Current and Future Projects

The Society maintains an outstanding work list and supplements this with drawings and work scopes. The work covers maintenance, enhancements and major projects. The list provides Society members with projects that can be tackled at our monthly and mid week Working Bees.

These projects encompass items to bring the complex up to the standard required to host kindred society conventions and to generally improve the Newman Park Miniature Railway facility for our Society membership and the community.

To maintain these activities and to further develop the Society, the Society requires a dedicated general-purpose building that would encompass our growing valuable library resource; provide a training facility, toilets, kitchen and a permanent place for our meetings and social gatherings. As with all Societies, it is hard to get young members and this building would assist in this regard by providing a training facility to teach young people model engineering skills and the operation of miniature steam plant. The Society is fortunate in having personnel qualified to impart their knowledge in these areas.

The projects represent the commitment of Society funds and volunteer labour resources for the current five-year plan. Some of these projects are beyond the resources that the Society has, consequently the Society will be seeking a variety of grants to assist with the development of these works.

Included in this submission, is a planning budget for our major project work, together with details of a 430 metre long Miniature Traction Engine roadway and four track extension proposals.

GMES Newman Park Miniature Railway 20 Year Development Vision

2.1. GMES Minor Capital Projects

1	Construct new passenger carrying carriages	\$2,000
	<i>(To assist with the increasing passenger haulage demands)</i>	
2	Design and construct a new Society IC engine hydraulic drive locomotive	\$3,500
	<i>(To increase availability of passenger train haulage locomotives)</i>	
3	Purchase and install additional workshop equipment	\$3,000
	<i>(To enable on site maintenance and construction activities to take place)</i>	
4	Refurbish the historic ex-Victorian Railways Signal Box back to its original state	\$3,100
	<i>(GMES contribution to a grant funded project, Society volunteer labour \$7,600)</i>	
5	Purchase and install a 12 metre long shipping container	\$2,500
	<i>(Temporary short term storage, will be sold when no longer required)</i>	
6	Further minor track work and replacement of timber sleepers	\$700
	<i>(Additional miniature railway yard track to enhance operational requirements, add new traverser steam-up-bay)</i>	
7	Install underground storm water drainage from all existing buildings	\$500
	<i>(Project has been started but not yet completed)</i>	
8	Design, construct and install the Miniature Railway gateway across Couchs Lane having Victorian Railway's style railway yard and pedestrian gates	\$2,500
	<i>(Relocates the Work Focus constructed railway gantry structure to form part of the formal gate to the Newman Park Miniature Railway. Refer Fig 1)</i>	
9	Asphalt traverser unloading area	\$500
	<i>(The traverser rails cross over Couchs Lane and requires completion)</i>	
10	Vehicular crossing over miniature railway tracks	\$680
	<i>(Will protect the Miniature Railway track as cars enter the inner area for parking)</i>	
11	Station complex BBQ brick wall and BBQ table shelter	\$1,000
	<i>(Protection for societies BBQ and forming a wind break at the Station Complex)</i>	
12	Relocate soil to form a mound in the centre of the Peterkin Street balloon loop	\$500
	<i>(Enhance landscaping of the Peterkin Street Miniature Railway balloon loop)</i>	
13	Signal Box West wall - replace and paint weather boards	\$1,500
	<i>(The West wall has deteriorated both with age and dry rot)</i>	
Total :		\$21,980

These projects represent our minor capital project commitment for the next three years. Items 4, 5, 6, 7 and 10 are part of our current 5 year 2001 - 2005 Development Program for the Newman Park Miniature Railway. Items 4 and 5 have now evolved from the building project that was detailed in this 5 year development program, which described the construction of a building attached to the ex-Victorian Railways Signal Box. We have decided that it would not be prudent to attach a new building to the historic Signal Box and have instead decided to raise the Signal Box 1 metre. This will restore the Signal Box to its original design height and give us improved access to the Signal Box's lower floor storage.

2.1 GMES Minor Capital Projects (cont')

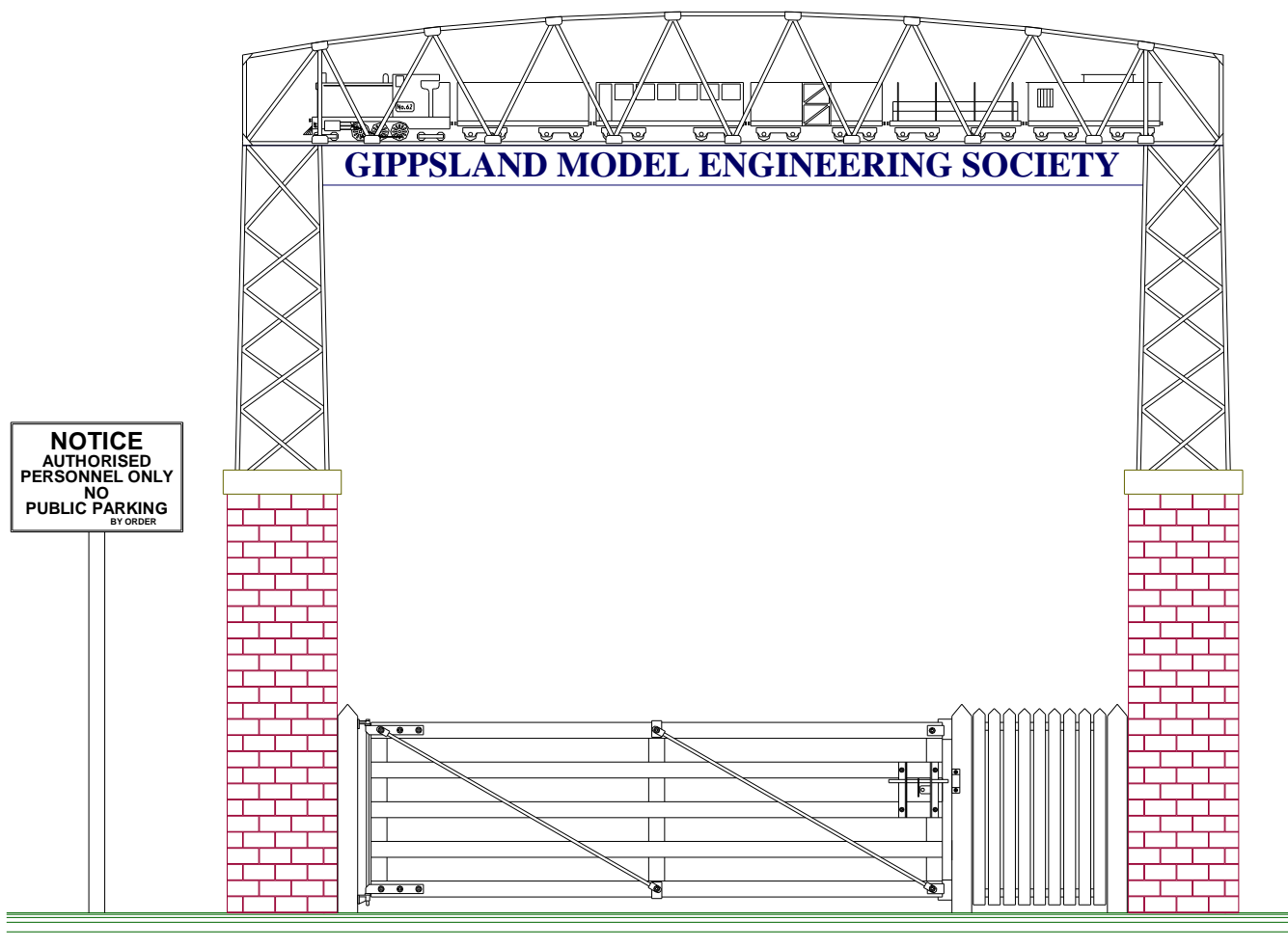


Fig 1 - Impression of the Couchs Lane Miniature Railway Gateway showing Victorian Railway's style railway yard gates and pedestrian gate and Work Focus's Railway Gantry Structure with Miniature Train

2.2. GMES Annual Expenditure

1	Annual Maintenance Issues	\$4,210
	<i>(Vandalism repairs \$500, Rollingstock maintenance \$400, Building maintenance (painting) \$800, Fence repairs \$260, Grass Mowing \$650, Locomotive & mower fuels \$400, Weed control \$350, Tree Pruning \$200, Security Lighting \$200, Hand cleaners and safety apparel \$150, Mowers, blower & whipper-snipper depreciation \$300)</i>	
2	Annual Overhead Issues	\$4,810
	<i>(Tandem trailer registration \$30, Incorporation \$30, AALS affiliation fees \$180, Library \$120, Food purchases \$450, Administration \$500, Annual public liability and general insurance premium \$3,500 - escalated 20% over 2003 payment)</i>	
Total :		\$9,020

These projects represent our annual commitment and the insurance component will require annual escalation. Some of the costs above represent the equivalent for manpower resources.

2.3. Future GMES Projects for Grant Funding

Based on recent past experience, additional rolling stock and another Society locomotive is required to cater for an expected increase in passengers and to replace rolling stock owned by Society members. The Society members will build and fund these new items of rolling stock. To both build and store this equipment increased on site workshop and storage space is required immediately.

Undercover storage is also required for the portable track 8 metre long tandem trailer that is presently stored off site. In addition to the foregoing storage needs, additional space is required for more general items like our grass-cutting ride on mower and general maintenance equipment, which also includes works wagons for moving ballast and tools around the Miniature Railway.

Unfortunately, there is not enough storage space within our existing fenced compound to erect any further buildings of any size. There is also no space adjacent to the compound for buildings because of the overhead 22kV power lines. The TXU limitation is for buildings to be placed at least 5 metres from any overhead power line. The situation of lack of space within the compound has been caused in part by the siting of the ex-Victorian Railways Traralgon Signal Box which is heritage listed and cannot be radically altered or added to. A number of storage alternatives are being considered to solve the problem of lack of space for both the short and long term.

Stage 1		
1	Transfer the 22kV overhead power line underground (427m)	\$82,500
	<i>(To enable new building construction - currently limited by overhead power line) The GMES has an interest in 126 m and the Latrobe City and Traralgon Lions Club have an interest in 301 m)</i>	
2	Refurbish the historic ex-Victorian Railways Signal Box back to its original state	\$11,500
	<i>(Increase carriage & general storage - includes services extension - power, air & access steps) Due to the urgent need for additional storage space, the Society will be seeking a Latrobe City community minor capital grant of \$11,500 with the Society contributing \$3,100, Society volunteer labour worth \$7,600, and Federally funded apprentice training worth \$3,000 to complete this project. Total project cost is \$25,200.</i>	
Stage 2		
3	Construct a new storage building for tandem trailer and engineering workshop	\$52,000
	<i>(Red Nubrik walls - 86 m² @ \$6,000 per square)</i>	
4	Replace old Station Platform asphalted areas with concrete pavements (100 m ²)	\$12,000
	<i>(Includes additional areas due to completed roof extensions) (Includes additional public control fencing)</i>	
5	Construct new embedded stone concrete roadway for Traction Engine operations	\$11,000
	<i>(1m wide by 43 0m - at \$255 per m³) This project is from our current 5 year 2001-2005 development program</i>	
Stage 3		
6	Construction of new fully serviced club rooms (160 m ² @ \$6,000 per square)	\$103,000
	<i>(Includes toilets, wash facilities, kitchen and display areas)</i>	
Total :		\$272,000

The various track extension projects, detailed in section 2.3.4, are long-term proposals and have not been fully costed for inclusion in the above table. The summary of the actual track material costs (concrete and steel) for each proposal are shown in the table presented in section 2.3.4, the summary excludes costs for permits, man-hours, earthworks, bridges, landscaping and safety fencing.

2.3.1. Ideal Storage Solution - Undergrounding Overhead Power Line

The ideal storage solution is to engage TXU to place underground the overhead 22kV power line, which will enable the Society to build in the area just outside of the fenced compound. The new general-purpose building designed so that at a later date a second level could be added for a Society meeting and training facility. The ground level being used for storage and workshop facilities. The Society proposes to build toilets and general wash-up rooms into this building. The existing compound security fence would need to be extended and an earthen bund constructed to deflect any future floodwaters. Placing underground the 22kV overhead power lines would also have a beneficial effect for the rest of the Newman Park. We have a quotation for this work from TXU, which includes a non-refundable charge of \$550.00 for creating a detail design of the proposal, and an estimated cost of the undergrounding is \$82,500.00.

2.3.2. Using A 12 Metre Shipping Container As Temporary Storage

Install a large 12 metre long shipping container inside the fenced compound on the Western side of the Signal Box immediately. This could be hired, loaned or purchased outright. If purchased then the container should have some residual value for selling when permanent buildings have been installed.

2.3.3. Raising The Existing Signal Box 1 Metres To Increase Storage

The original ex-Victorian Railways Signal Box was built on a 1.2 metre high brick base. This base was not incorporated in the placement of the Signal Box at its present location, except for a single row of besser blocks. Consequently, the lower floor head height is currently only 1.2 metres high. The proposal is to raise the Signal Box to its original design height to give increased lower floor headroom. This will have two benefits, the first to give access to areas currently not available and to increase the amount of storage tracks by double decking the storage tracks. The temporary storage of the Shipping Container may still be required for this option, to enable the Signal Box to be cleared out minimising the lifting load.

The above details the desire to improve our urgently needed storage space requirements and to enable the Society to expand its Miniature Railway rolling stock fleet, and to bring home assets currently stored off site.

Further space will be required for additional future track expansions. The four track expansion proposals have also been detailed in this submission.

2.3.4. Future Track Extension Proposals

The Society wishes to extend the Miniature Railway when Society man power, external labour, and funding becomes available. Society resources are required to design, provide technical supervision and to maintain the additional track work. External labour is required (such as work for the dole personnel) because the age of many Society members now precludes them from such labour intensive project(s).

The Society's funds and revenue stream are committed to the minor capital works over the next two years, consequently, to extend the Miniature Railway in the near future would not be possible, however, should grant funding become available, together with external labour, every effort will be made to extend the Miniature Railway earlier than planned.

The track extensions are planned for taking track work into both Doorty and Victory Parks. It is planned to construct future track work with a fully concrete encased track foundation. This will minimise both track maintenance and possible vandalism as the track pushes further way from our base site.

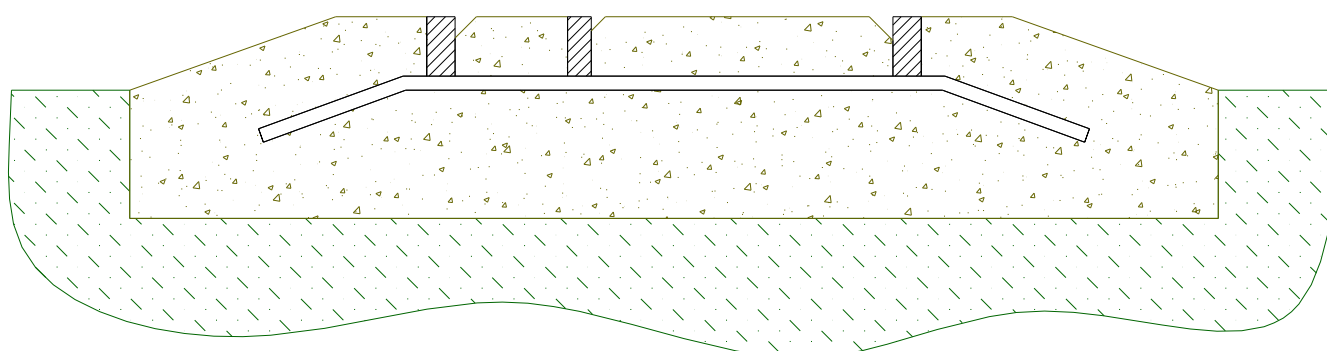


Fig 2 - Cross-section of Concrete Encased 5" and 7 ¼" Gauge Miniature Railway Track Bed

The construction of one of these track extensions will enable our facility to have the best possible chance to hold inter club operations and to bid for the Annual Easter convention. Further track expansions will necessitate changes with the Latrobe City lease agreement. We detail three major track extensions and a fourth track extension joins two of these proposals together. The following table summarises each proposal's track length and estimated material costs (concrete and steel). The summary excludes costs for permits, man-hours, earthworks, bridges, landscaping and safety fencing.

Description		Proposed Track Length	Proposed Track Cost
Victory Park Extension	Section 2.3.4.2	835.7m	\$17,580
Doorty Park Extension	Section 2.3.4.3	1,173.2m	\$24,680
Princes Highway Extension	Section 2.3.4.4	885.1m	\$18,620
# Victory Park Branch No. 1	Section 2.3.4.5	142.7m	\$3,000
# Princes Highway Branch No. 2	Section 2.3.4.4	105.4m	\$2,220
Doorty Park & Victory Park Extension Common Track		80.0m	\$1,680
Total Track Length:		3,222.1m	\$67,780

These rounded estimates have used 20MPa concrete supplied at \$687.50 per 5 m³, the estimated cost per metre of dual gauge concrete encased railroad bed is \$21.03.

The Victory Park and Princes Highway branch proposals, noted in the above table, are in addition to the track extension that they are connected to.

2.3.4.1. GMES Miniature Traction Engine Roadway

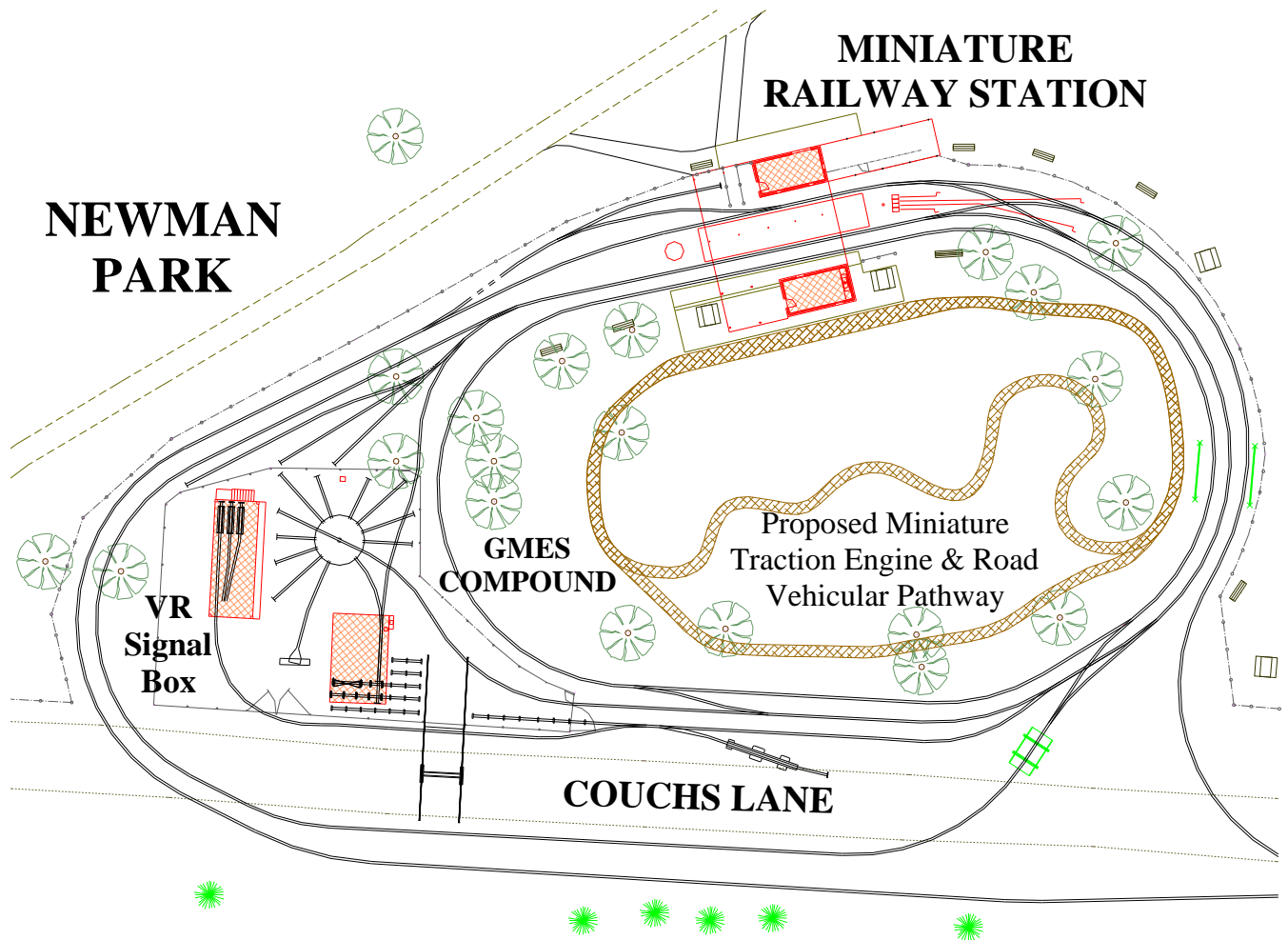


Fig 3 – Proposed Miniature Traction Engine & Road Vehicular Pathway

The Miniature Traction Engine roadway is an embedded stone concrete roadway for members and visitors who have miniature steam driven road vehicles. The proposed roadway is 1 metre wide and 430 metres long. The design shows an overall near oval roadway, with a more challenging loop having tight curves to challenge the driver's navigation skills. The roadway will follow the existing land contours and weave around existing trees.

2.3.4.2. GMES Proposal 1 – Victory Park Track Extension

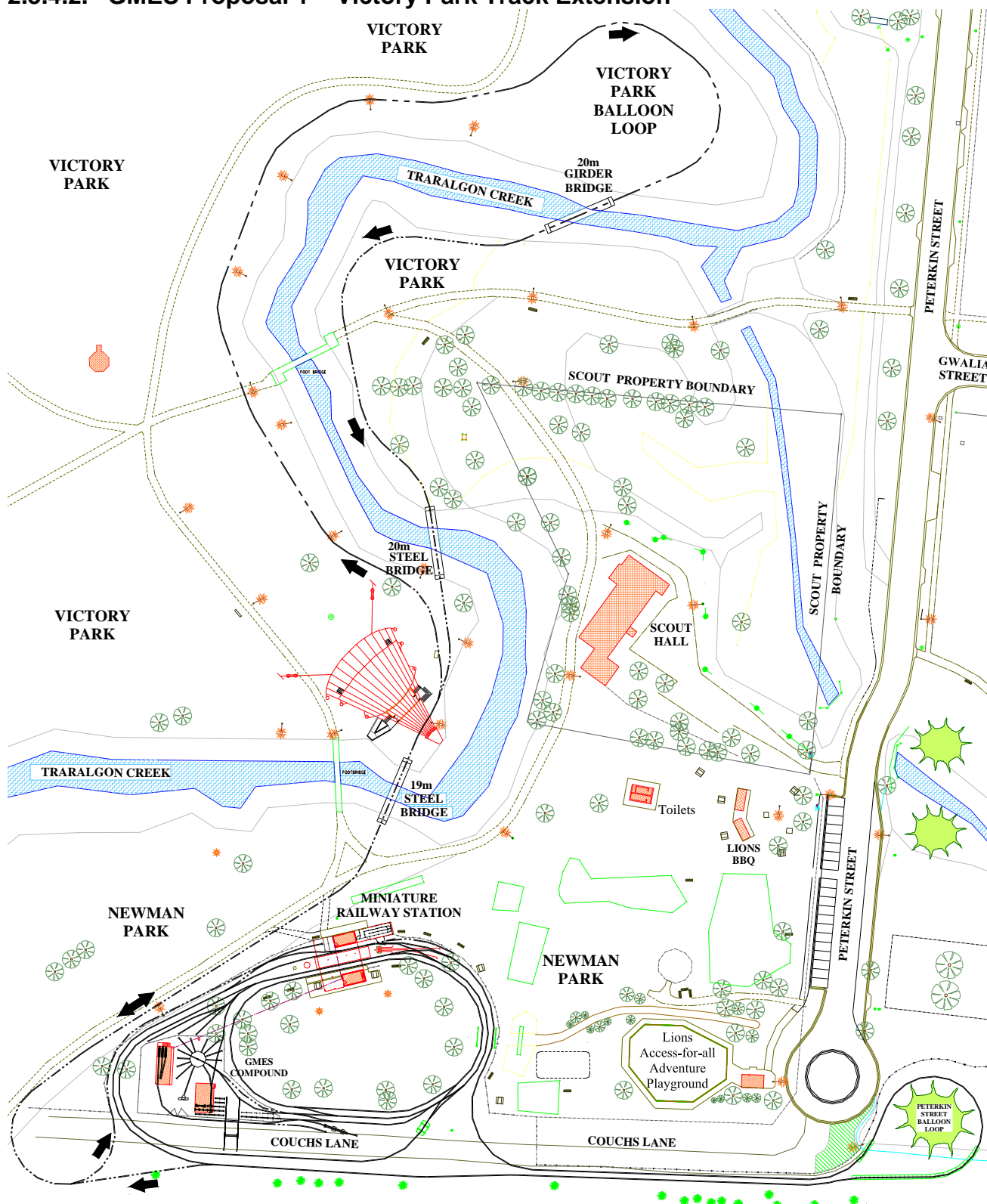


Fig 4 – Proposed Victory Park Miniature Railway Extension

This track extension branches off from the existing Couchs Lane track and descends down the levee bank towards Victory Park and crosses over three steel bridges each spanning the Traralgon Creek. The long Victory Park balloon loop will enable following trains to enter the loop without the need for the first train to wait for the second train, thus allowing more than one train on the extension at the same time. The returning train then has to wait for operational clearance before returning on the common track to return to the station to set down passengers. The Victory Park track extension integrates with the proposed Lions Sound Shell. Landscaping and revegetation along the Traralgon Creek will be required to remove unwanted trees, weeds, junk and waste debris to increase the liveability of using Victory and Newman Parks.

2.3.4.3. GMES Proposal 2 – Doorty Park Track Extension

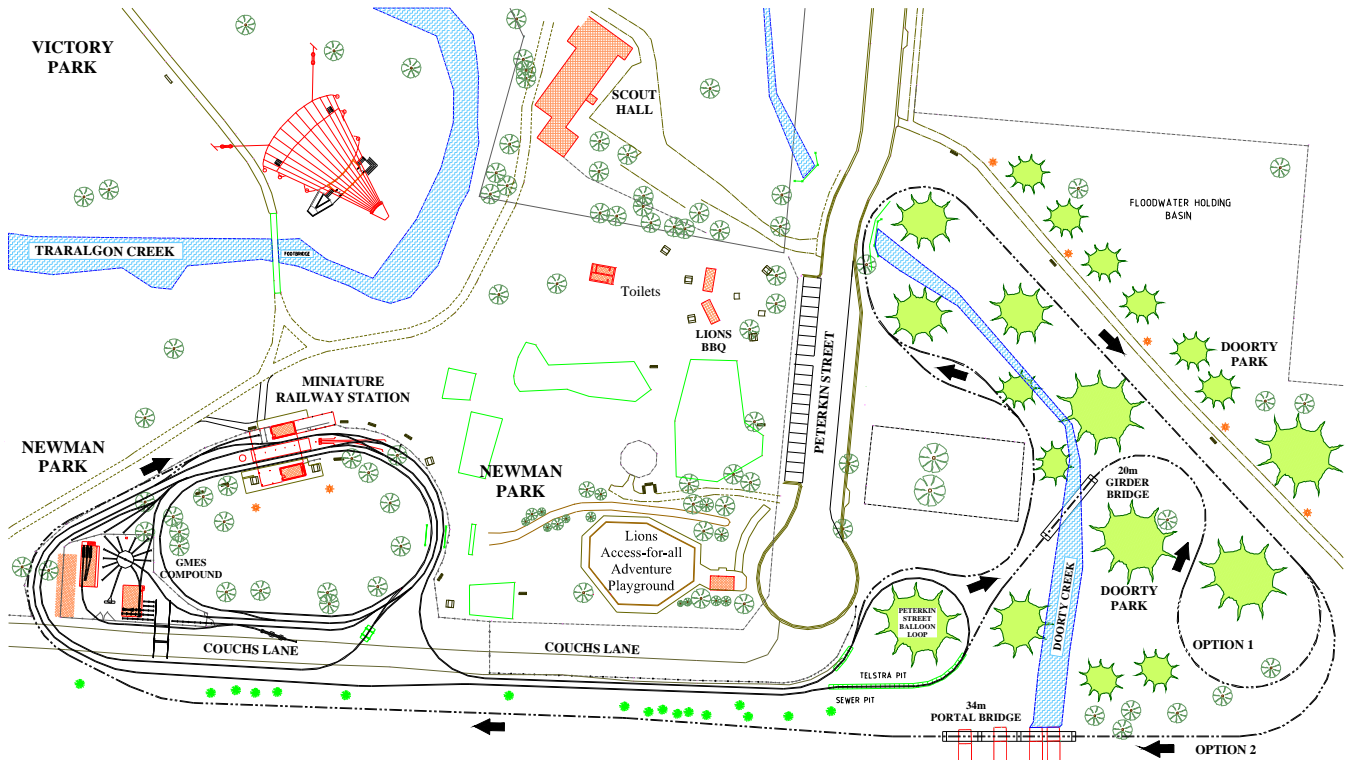


Fig 5 – Proposed Doorty Park Miniature Railway Extension Showing 2 Options

This track extension branches off from the existing Peterkin Street balloon loop to venture into Doorty Park. A train will depart from the Miniature Railway Station platform 1 and using road 1 advances to the Peterkin Street balloon loop where an operation track change will be required to enter the Doorty Park extension. Two track options are then available within the Doorty Park.

The first option loops back within the park to cross the Doorty Creek via a proposed girder bridge then rejoins the Peterkin Street balloon loop. The second option uses a bridge across the North ends of the Public Transport Corporation Doorty Creek Armco portals, and then descends down the PTC embankment to return to the Station. This second option is the preferred proposal, but will depend upon PTC access issues and allows a train to return to the Miniature Railway Station without any further operational control.

Landscaping and revegetation along the Doorty Creek will be required to remove unwanted trees, weeds, junk and waste debris to increase the liveability of using Doorty and Newman Parks. Additional park seating and security lighting is proposed along the Doorty Park footpath, together with general clump tree planting.

2.3.4.4. GMES Proposal 3 – Princes Highway Track Extension

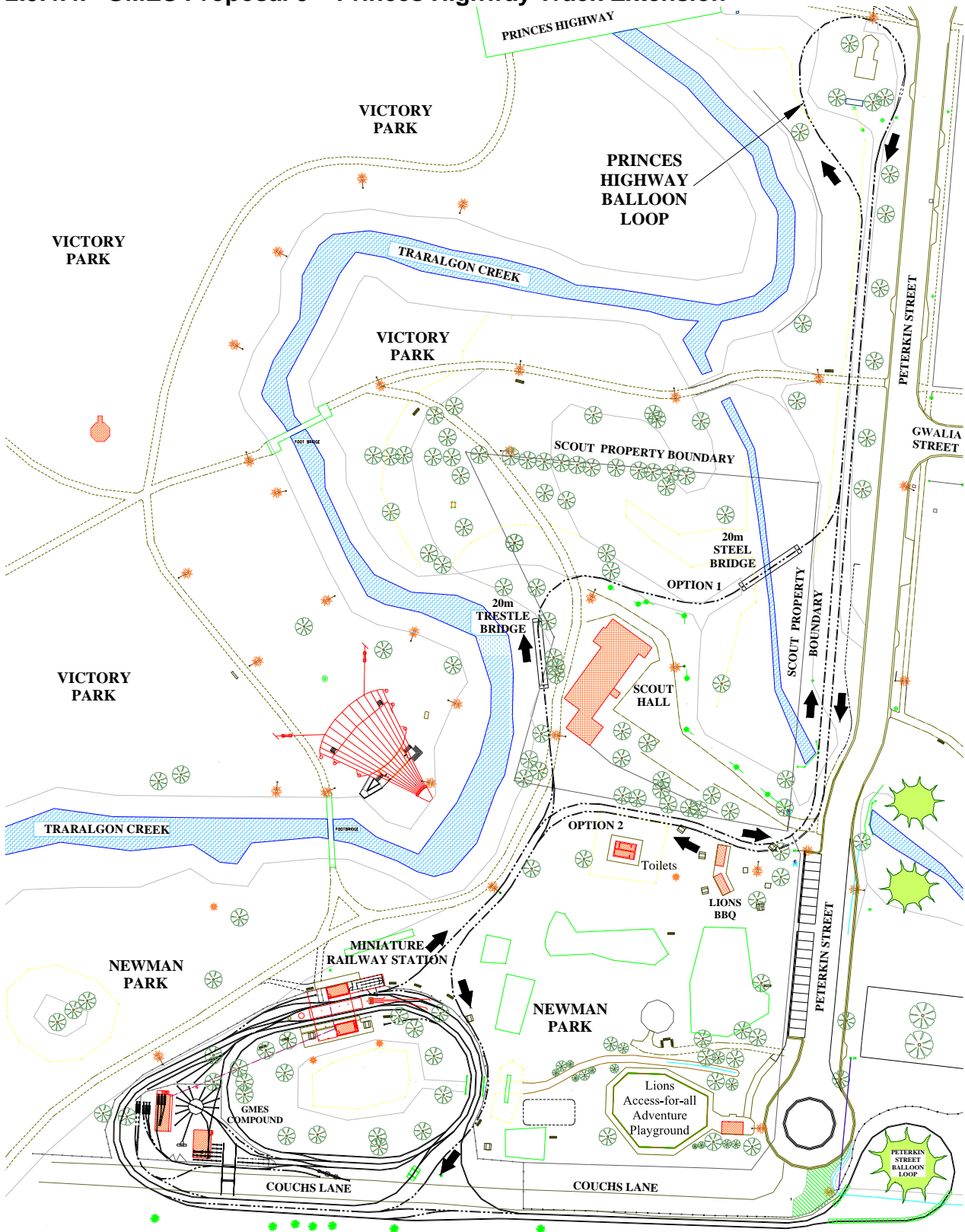


Fig 6 – Proposed Princes Highway Miniature Railway Extension Showing 2 Options

This track extension branches off at the Miniature Railway Station running parallel with the footpath and heading towards the existing BBQ's and then turning Northwards along Peterkin Street to the Princes Highway balloon loop; a separate track running parallel returns the trains to the existing circuit via Couchs Lane and back to the Station. Two options are available; the first option with an additional two steel bridges passes through the private scout property. The second option would be adopted if access through the scout property is not possible. Landscaping and revegetation along the Doorty Creek will be required to remove unwanted trees, weeds, junk and waste debris to increase the park liveability.

2.3.4.5. GMES Proposal 4 – Victory Park Branch Track Extension

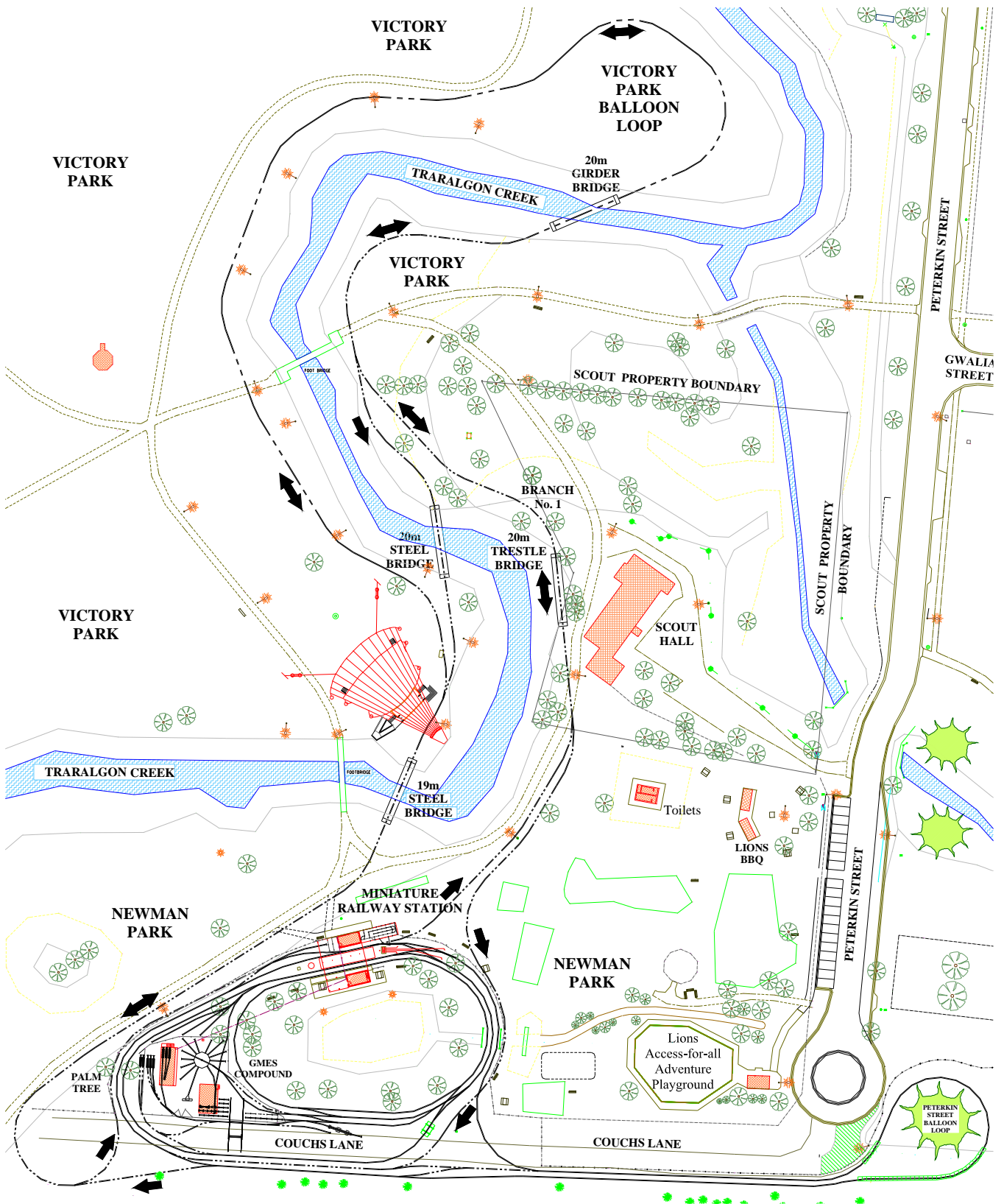


Fig 7 – Proposed Victory Park Branch Miniature Railway Extension

This proposed track extension builds on the proposed Victory Park and Princes Highway track extensions to enable a train to have continuous running into and out of Victory Park. Operational running in either direction will be possible. Access behind the Scout Hall will be required, even though the trestle bridge will be over crown land. Landscaping and revegetation along the Traralgon Creek will be required to remove unwanted trees, weeds, junk and waste debris to increase the liveability of using Victory and Newman Parks.

2.4. Future Latrobe City Master Plan Projects

- Upgrade underground water supply poly pipe. This should be done in conjunction with the undergrounding of the overhead power line. Using the same trench, provision for future sewerage to the GMES proposed clubrooms should be also be carried out.
- Build earth mound inside Peterkin Street Miniature Railway Balloon Loop and landscape.
- Design, construct and install the Newman Park Adventure Playground gateway entrance across Peterkin Street.

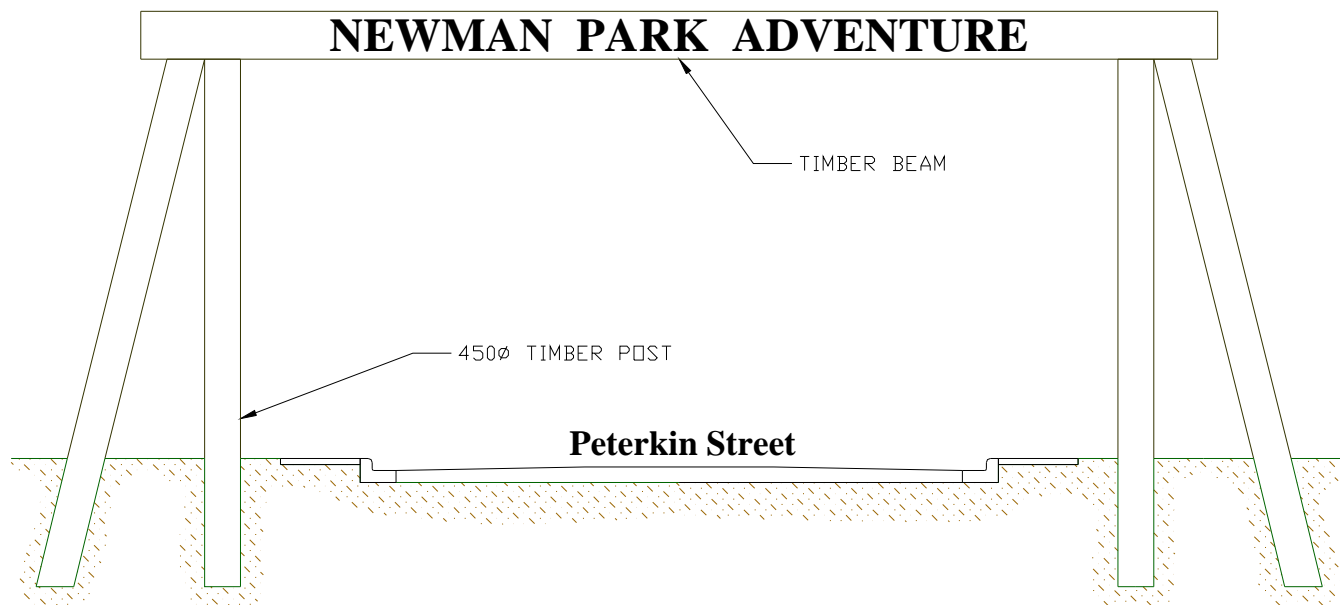


Fig 8 - Impression of the Newman Park Adventure Gateway across Peterkin Street

- Additional off-street car parking *refer to section 5*.
- Install additional or updated Newman Park public toilet facilities *refer to section 4*.
- Clean up site after house removal in Peterkin Street.
- Update Princes Highway roadside signs at Peterkin Street corner.
- Landscaping along the Doorty Creek and Traralgon Creek will be required to remove unwanted weeds and to increase the liveability of using the adjacent parkland. Re-vegetation of the Creek bed will follow a program of removing unwanted willow trees and other junk and waste debris.
- Additional park lighting along the Doorty Park Footpath and around Newman Park.
- Additional park seating and clump tree planting along the Doorty Park Footpath.

3. Newman Park as a Public Asset & Tourist Attraction

The Newman Park Miniature Railway facility together with the Traralgon Lions Club "Access-for-all Adventure Playground" has proved to be very popular with the general public. It will be even more popular when the proposed new car parking and coach turning circle are completed and word of mouth promotes the park. On a good day the Society carries around 250 passengers, but this has recently increased to 450 passengers. The recent school holidays saw increased activity in the park with the Miniature Railway being operated for three days over the fortnight school holiday period.

The general public come to the park by car and bus from other areas of Gippsland to enjoy the facilities. We are part of a wonderful tourist attraction for the Latrobe City and we want to maintain and enhance the park so that it will remain a popular venue for the enjoyment of the community for many years to come.

4. Newman Park Toilet Facilities

With the increasing popularity of the Miniature Railway and Newman Park as a venue for family entertainment and the growing emphasis on access-for-all amusements in Newman Park, the existing Newman Park toilet block is no longer adequate. They are no longer suitable for the number of people that use the park which is also due to coaches bring in large numbers for a short periods of time.

There are no access-for-all toilets in the park. People are also abusing these existing facilities. Vandals often leave the toilets in a disgraceful and most unsuitable manner for others to use. These are some of the reasons that our society wishes to have their own toilets.

5. Additional Off Street Car Parking

Due to the increasing popularity of the Miniature Railway and Newman Park as a venue for family activities the Society has noted that car and coach parking space, particularly on Railway operating days is now insufficient for the numbers attending. This is of some concern as the lack of space for parking cars can turn away potential patrons from using the park and our Miniature Railway facility. The patrons attending the annual Victory Park Christmas Carols park their cars on parkland and sometimes up to a kilometre away to attend this function.

The Society has had our treated pine boundary fence damaged many times by cars and Coaches backing into and over it due to the lack of turning space. Tour coaches are frequent visitors to Newman Park, either as a comfort stop for extended journeys or as part of a picnic tourism activity.

The attached master plan shows additional proposed areas for parking of cars and tour coaches, these are briefly described here:

- The coach parking project along Peterkin Street for up to three coaches in conjunction with the installation of a coach turning circle and associated landscaping has been partly completed but has now run out of funding. This project has 21 car spaces, but 10 existing cars spaces have been removed to provide for the coach turning circle. Suitable keep clear signs are required to keep cars from parking in the tuning circle.
- Proposed off street car parking along Whitakers Road for 20 cars; (See **Fig 9** right)
- Following the removal of the Council owned house in Peterkin Street and site clean up; this increased area of parkland could be made into off-street car parking for up to 10 cars. This car park could be further extended to a total of 51 cars by the purchase and removal of the remaining privately owned house.

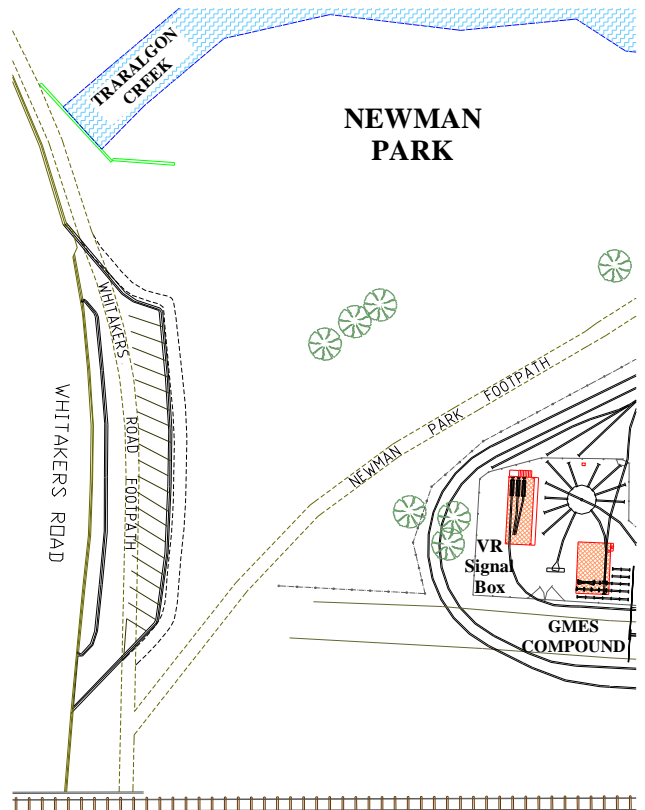


Fig 9 Proposed Whitakers Road Car Park for 20 cars

- Proposed car parking along each side of Couchs Lane, the North side having 27 car spaces and the South side having 30 car spaces. Proposed tree planting within this car park may reduce this by around 4 car spaces. (See **Fig 10** right)

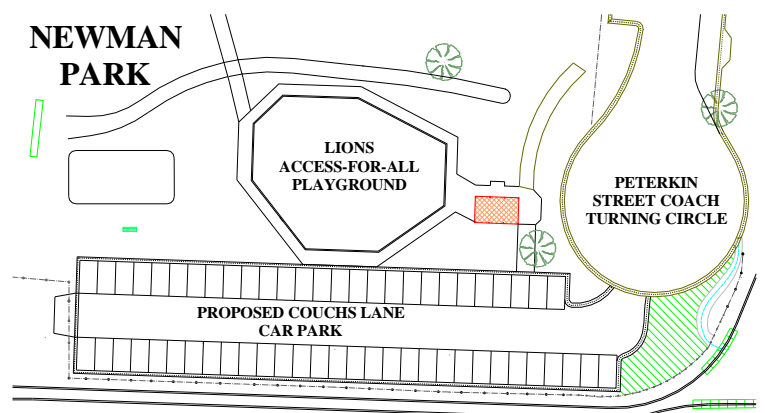


Fig 10 Proposed Couch's Lane Car Park for 57 cars

- Proposed tour coach parking along the West side of Peterkin Street for two more coaches.
- Proposed car parking on the property managed by the 1st Traralgon Scout Group.

6. Newman Park Master Plan Drawing

7. References

- **Submission to the Traralgon City Council
Five-Year Development Program for Newman Park Miniature Railway**
Couchs Lane TRARALGON Victoria 3844
Prepared by GMES Track Committee Members:
Peter Batey, Don Clark and Graeme Stancliffe
Issued: 31 July 1992

- **Submission to the La Trobe Shire Commissioners
Update of Progress of the Five-Year Development Program for Newman Park
GMES Miniature Railway**
Couchs Lane TRARALGON Victoria 3844
Prepared by: Brian Boyes, Don Clark and Graeme Stancliffe
Issued: 19 October 1995

- **Submission to the La Trobe Shire New Work Opportunities Coordinator
Engineering Specifications for the Doorty Park Extension**
Prepared by: Brian Boyes, Don Clark and Graeme Stancliffe
Issued: 15 December 1995
*Note: This extension is now known as the **Peterkin Street Balloon Loop Extension***

- **Submission to the Latrobe City Briefing Meeting
2001 - 2005 Development Program for Newman Park GMES Miniature Railway**
Couchs Lane TRARALGON Victoria 3844
Prepared by: Don Clark, Keith Clark and Graeme Stancliffe
Issued: 24 July 2000

Appendix 1 GMES Background Information

A1.1 Society Objectives and Aspirations

The Societies proposes short and long-term improvements that are aimed at making the complex more attractive to both the community and society members. These improvements will also assist with the recruitment of younger people, as this is seen as important for the societies future. Another benefit will enable the society to bid for the annual Easter convention of the Australian Association of Live Steamers, which is an association of like-minded people throughout Australia and New Zealand.

A1.2 Range of Modelling Activities

The Societies members are involved in a broad spectrum of modelling activities. In addition to building locomotives (steam, electric, internal combustion/hydraulic) and rollingstock, the following kinds of engines are also constructed: traction, stationary steam, hot-air and internal combustion. Other projects include model boat construction, both electric and steam, plus building specialised workshop equipment to be used in the construction of models and to improve the efficiency of workshop machinery. There is also some limited activity and interest in radio controlled model aircraft.

A1.3 Society Membership

The GMES was formed some 22 years ago by a group of enthusiasts who joined together to foster and encourage the development of model engineering and engineering workshop practices. The Society now has over 50 members who share their projects and experiences with members of the community via exhibitions, conventions and the operation of Miniature Railways both fixed and portable. The Society is a not-for-profit organisation and monies raised are used to defray operating costs and the expansion of the Newman Park miniature railway facility. Public Liability Insurance and vandalism take their toll on our income stream.

The Societies members are predominantly from the Latrobe Valley, however, some come from as far away as Melbourne, parts of East Gippsland, and Tasmania. Members meet each Friday night, prior to the 4th Sunday of the Month, except December and the general meetings are usually preceded by an executive meeting. Many members do not possess their own miniature locomotives, but show a high level of public spirit in assisting in maintenance activities and running for the general public. On the other hand, members who do own miniature locomotives have also shown, over the past 18 years, great public spirit by using them to raise money for the Society and giving the community great pleasure. Our future objectives are in part, designed to encourage younger people to join the Society.

A1.4 Public Liability Insurance

The cost of insurance is a major concern for the Society as this has risen by 300% over the past 3 years. The Society is insured through the Australian Association of Live Steamers, our Australian fraternity organisation. The premium now stands at \$3,000.00 requiring many months of running to raise this amount. Taking this to the extreme, it is conceivable that all our revenue maybe absorbed in paying for the insurance in the future. This possibility makes it important to carry out infrastructure additions while we have available funds and retention of a major part of our income stream after paying for insurance.

A1.5 Replacement Value of Newman Park Miniature Railway

The replacement value of the Newman Park Miniature Railway facility is now approaching \$300,000 and this has been mainly achieved by volunteer effort. \$70,000 of the Societies own funds have been spent in improving and maintaining this facility.

Appendix 1 GMES Background Information (cont')

A1.6 Newman Park Miniature Railway Infrastructure

The Newman Park Miniature Railway was established with a federally funded employment initiative grant, and the Peterkin Street extension was also constructed with a similar grant. Two Latrobe City minor capital grants have funded additional park benches and BBQ tables installed into Newman Park, and extensions to the miniature railway station roofing. The Society constructs projects with the co-operation of Gippsland Group Training and other outside organisations have provided generous assistance over the years.

Over the past 22 years, with the assistance of the former Traralgon City Council and the support of the local community – industry and public alike, the GMES has steadily developed the Newman Park Miniature Railway facility. The Miniature Railway has been constructed on Council land and as such all fixed assets are owned by the Latrobe City Council and managed and maintained by the GMES. The extent of current development is shown on the attached Plan. Public operation has been underway since 1986.

The facility now comprises the following major Assets:

- 1,100 metres of 5" and 7¼" gauge miniature railway track plus ancillary sidings. This includes the recently opened Peterkin Street Balloon Loop Extension of 625 metres;
- Rolling stock unloading facilities, turntable and rolling stock preparation bays of 480 metres;
- The historic ex-Victorian Railways Traralgon Signal Box was relocated with assistance from the former Traralgon City Council and was subsequently refurbished by GMES;
- Station buildings (Ticket Office & Members Mess Room) and roofed platform; and
- Engine and equipment storage shed.

A1.7 Newman Park Miniature Railway Public Operations

The Society operates the Newman Park Miniature Railway facility on the fourth Sunday of each Month (except December), weather permitting, for fare paying members of the general public. This has become very popular with additional running days for special events (eg Lions Club Teddy Bears Picnic, Christmas functions, School and Kindergarten groups to name a few) the Society usually operates at least 20 times per year. The Society has also operated special run days for charity fund raising.

A grand total in excess of 170,000 passengers have been carried to date. We expect this figure to steadily increase, particularly with the added playground attraction installed by the Traralgon Lions Club.

A1.8 GMES Portable Miniature Railway Track Operation

Since 1992 the GMES has supplemented income derived from the Newman Park track by operating a lightweight portable miniature track, which is transported to sites, assisting in club and community group fund raising. The portable track has been designed and constructed by members of the GMES. It can be transported and quickly assembled at community events such as country fairs, fetes and Christmas parties throughout Gippsland and the Latrobe Valley. Since 1992 the GMES has attended in the order of 60 such events and carried in excess of 25,000 passengers on this facility. The surplus revenue derived from the portable track operation goes into further developing the infrastructure and facilities of the Newman Park Miniature Railway. Enquiries for the operation of the portable track have come from areas such as Bairnsdale, Sale, Yarram, Warragul and Wonthaggi.

Appendix 1 GMES Background Information (cont')

A1.9 GMES Volunteer Work

Society members operate the miniature railway for the benefit of the community, and carry out many hours of voluntary work to maintain and expand the infrastructure. Over the past four years alone \$130,000 worth of labour has been expended on infrastructure.

Having a small membership means that the Society must carefully balance the improvement of this unique facility while not over committing its membership with excessive numbers of operating days, too many projects or high maintenance track work.

Society volunteers are used to run both the Newman Park facility and the Portable Track. At times, both are in operation on the same day utilising at least 12 society volunteers.

Over the past year we have remodelled and commissioned our first club locomotive, which will assist in revenue raising and to offer a locomotive for our members use who do not have one of their own. Substantial volunteer labour is also expended on our portable miniature railway used for fete fund raising.

A1.10 GMES Miniature Railway Maintenance

The level of maintenance required at Newman Park also takes up many hours of dedicated volunteer effort. Grass cutting, tree pruning and repairing the effects of vandalism also keep the membership busy. In addition, many hours are spent in designing new features and seeking assistance to build and maintain the facility.

Weather permitting; the Society has a weekly Wednesday working bee to continue with the endless task of building and maintaining the Miniature Railway facility. The Second Wednesday in the month has been dedicated to running and testing locomotives. During School holiday Wednesdays, the society may operate a train for members of the public to have a fare-paying ride.

In the past four years alone, the value of work performed mainly on maintenance activities has been of the order of \$130,000, representing some 6,500 volunteer hours.

A1.11 Assistance From Outside Organisations

Generous assistance has been readily offered by Latrobe City Council, Traralgon Lions Club, Valicote, Work Focus (formerly Skill Share), Gippsland Group Training, Bensons Timber and Hardware, Team Design and many others.

A1.12 Vandalism

Vandalism repairs are also proving costly with the repairs to damaged station lighting costing \$500.00 over the last six months. The shelter provided by the Station roofing is a focal point for juvenile chomping. We have considered that a security fence be placed around the station building, but being in a flood plain makes this decision difficult. Windows on the Signal Box have also been broken from the throwing of large stones, the stones being picked up from the nearby Victorian Railway's track ballast. Fires have deliberately been lit along the Victorian Railway's easement.

Appendix 2 GMES Achievements (1989 - 2003)

The following is a brief list of the major activities and projects undertaken by the Society over the past 13 years:

A2.1 Buildings

- Relocation and restoration of the Historic Traralgon ex-Victorian Railways Signal Box;
- Construction of the Newman Park Station complex;
- Upgrade of the power supply to the entire complex;
- Designed, constructed and installed additional station roofing with an Latrobe City grant;
- Installed power supply to the engine shed and provided additional security lighting;
- Installed storm water drainage for the engine-shed building;
- Replaced station roofing security lighting due to vandalism.

A2.2 Miniature Railway Compound

- Designed, constructed and installed a Traverser rolling stock unloader;
- Installed four elevated 'steam-up bays' to service the Traverser facility;
- Installed three additional carriage storage sidings in the basement of the VR Signal Box;
- Reticulation of water, compressed air and 12 Volt DC power through out the 'steam-up bays';
- Improved storage and works area security systems and fencing;
- Designed and constructed 10 passenger carrying carriages & 2 works open wagons;
- Designed and constructed a coal storage.

A2.3 Locomotives and Rolling Stock

- Rebuilt the Societies 'Diesel' locomotive improving it's reliability.

A2.4 Miniature Railway Track

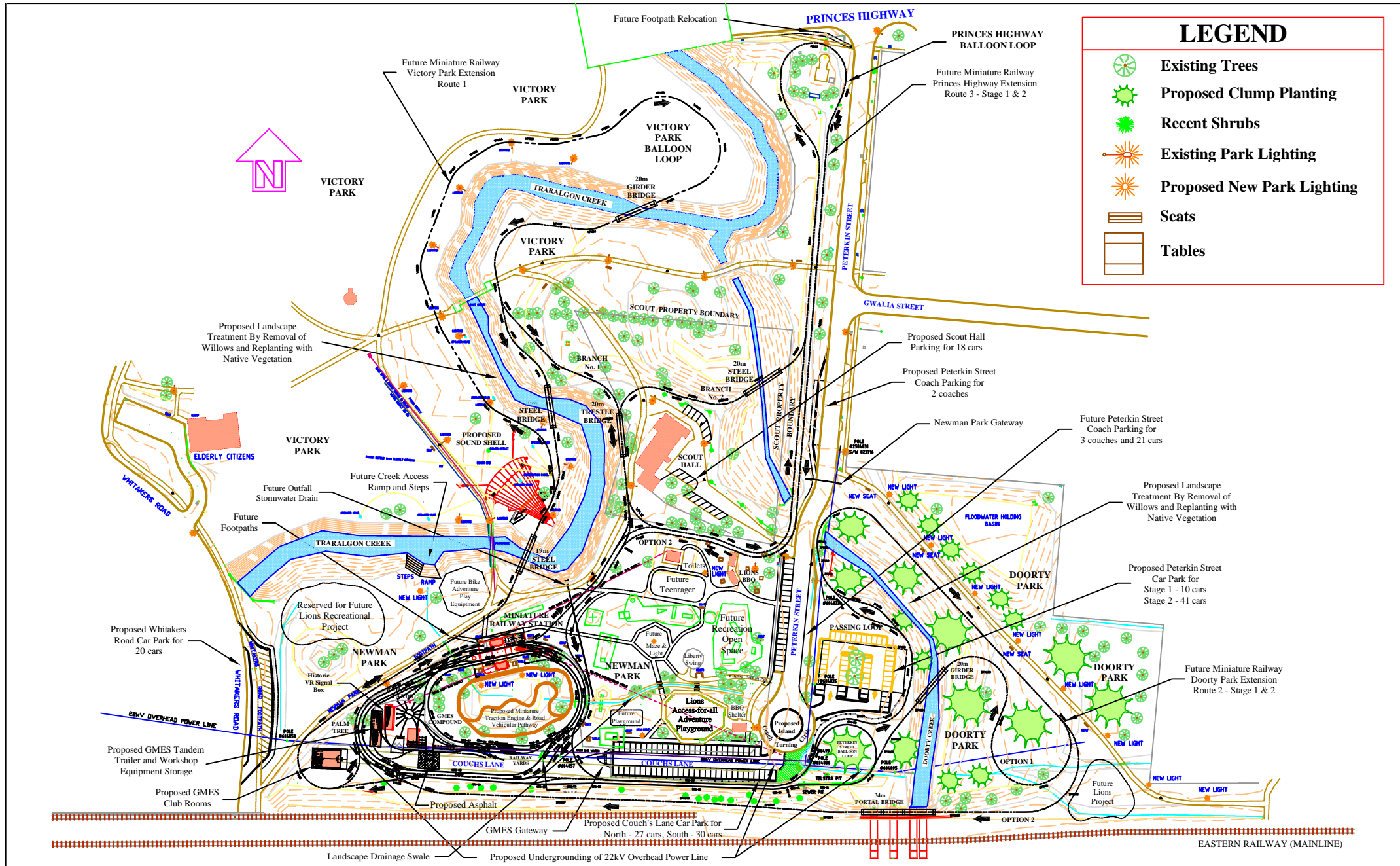
- Designed and constructed an additional 500 metres of 5" and 7¼" railway track;
- Refurbished 400 metres of existing railway track with pressed steel sleepers;
- Modified station area track work to improve operation and control of trains;
- Constructed 300 metres of additional treated pine post and rail fencing;
- Strengthened all existing treated pine post and rail fencing to minimise fence vandalism;
- Planted a variety of trees and shrubs to further enhance the railway environs;
- Rebuilt deteriorated Couchs Lane miniature railway crossings;
- Install three additional carriage sidings North of the compound;
- Constructed 30 metres of steel post and heavy wire cable fence.

A2.5 Portable Miniature Railway Track

- Designed an 8 metre long tandem trailer for the transportation of the portable track and ancillary equipment. GGT Apprentices constructed this trailer.
- Carry out continual improvement to the portable track functionality.

A2.6 Miscellaneous Works & Asset Maintenance

Apart from establishing, maintaining and developing the Newman Park Miniature Railway, the Society is keen that its activities enhance Newman Park. To this end, the Society has endeavoured to ensure that structures and the facility in general, are aesthetically pleasing, kept in good condition and that the Society does its share of Grass Cutting, Weed control, tree planting and pruning. In 1999 the Latrobe Shire Council through the Community Grants program allocated funds for the purchase of materials to construct six park benches and three BBQ tables. With the assistance of GGT apprentices and GMES Volunteers, these were constructed and installed throughout Newman Park.



REFERENCES
1. Xxxxx

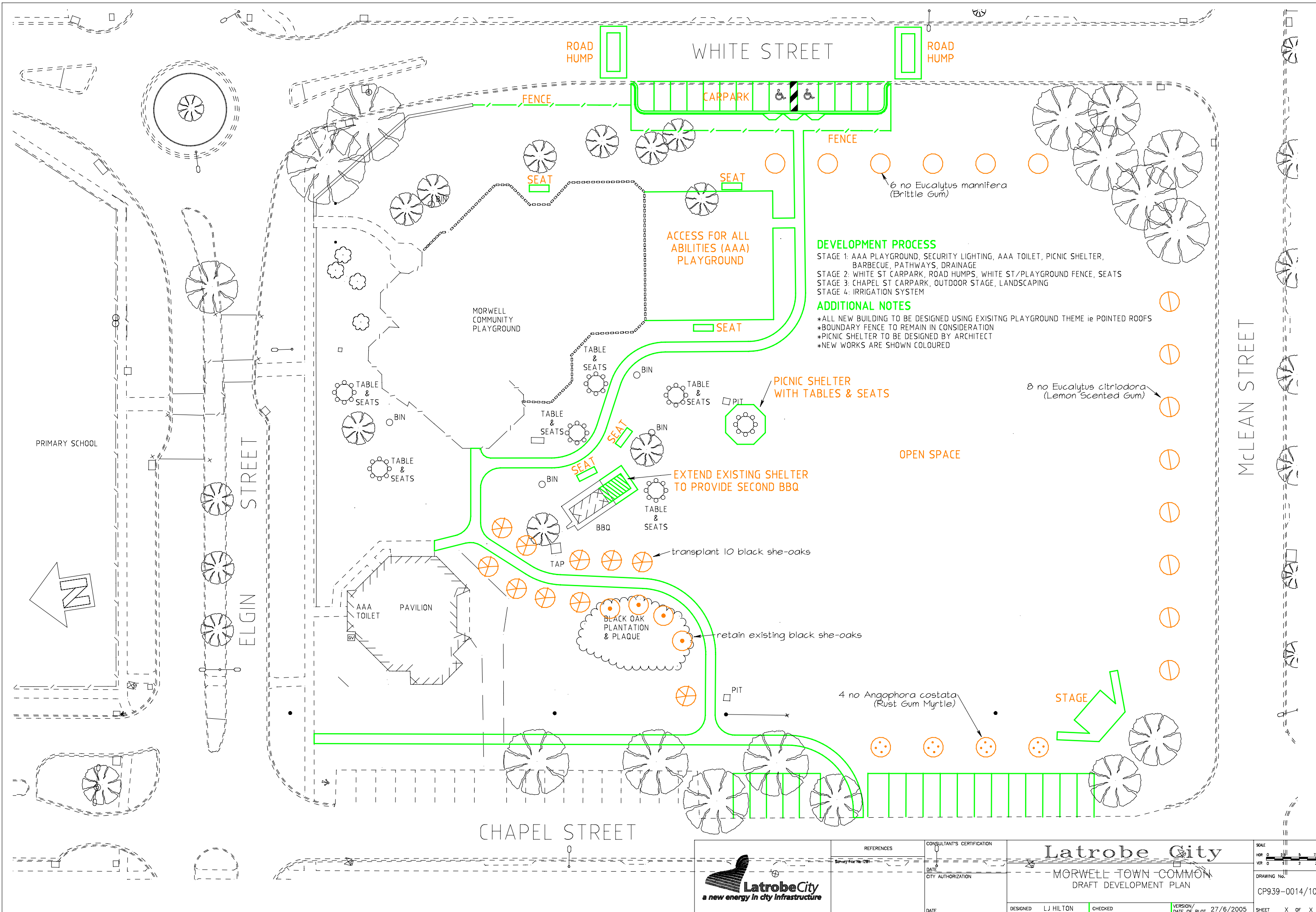
CONSULTANT'S CERTIFICATION
DATE
CITY AUTHORIZATION
DATE

Latrobe City

**PETERKIN STREET, TRARALGON VICTORIA 3844
VICTORY PARK, NEWMAN PARK AND DOORTY PARK
PROPOSED DEVELOPMENT MASTER PLAN**

DESIGNED/DRAWN: G. STANCLIFFE CHECKED: S. KUREC VERSION/DATE OF PLOT: 17 September 2003

SCALE
HDR 0 10 20 30 40 50 VER 0 X 2X 3X 4X 5X
DRAWING No.
tba
SHEET NO. 1 OF 1



DEVELOPMENT PROCESS

- STAGE 1: AAA PLAYGROUND, SECURITY LIGHTING, AAA TOILET, PICNIC SHELTER, BARBECUE, PATHWAYS, DRAINAGE
- STAGE 2: WHITE ST CARPARK, ROAD HUMPS, WHITE ST/PLAYGROUND FENCE, SEATS
- STAGE 3: CHAPEL ST CARPARK, OUTDOOR STAGE, LANDSCAPING
- STAGE 4: IRRIGATION SYSTEM

ADDITIONAL NOTES

- *ALL NEW BUILDING TO BE DESIGNED USING EXISTING PLAYGROUND THEME ie POINTED ROOFS
- *BOUNDARY FENCE TO REMAIN IN CONSIDERATION
- *PICNIC SHELTER TO BE DESIGNED BY ARCHITECT
- *NEW WORKS ARE SHOWN COLOURED

6 no Eucalyptus mannifera (Brittle Gum)

8 no Eucalyptus citriodora (Lemon Scented Gum)

4 no Angophora costata (Rust Gum Myrtle)



REFERENCES	CONSULTANT'S CERTIFICATION
DATE	DATE
CITY AUTHORIZATION	CITY AUTHORIZATION
DATE	DATE

Latrobe City

MORWELL TOWN COMMON
DRAFT DEVELOPMENT PLAN

DESIGNED LJ HILTON | CHECKED | VERSION/DATE OF PLOT 27/6/2005

SCALE	1:1000
DRAWING No.	CP939-0014/10
SHEET	X OF X