GODDEN
MACKAY

BAY 4A NORTH

Item Name: Spring Coiling Machine | **Item No.** 149

Name Plate:

Associated Items:

Individual ❑
Assemblage ❑
Collection ❑
System ❑
Operational Groups ❑ Spring Shop 123-125, 149-157, 159, 161

Description: The Spring Coiling Machine is adapted from the machine lathe. Because of the size of the springs being produced at the workshops the lathes are of exceptionally heavy quality. This one by John Lang and Co. is of the Johnston Patent type and is set with a series of exceptionally heavy gearings both for the drive and back gears. The chuck is fitted with a morse taper and wedge holes which hold the various sizes of mandrels. The stock was fed onto the lathe via a specially formed set of tool rests. These lathes were manufactured for making compression springs rather than tension springs. As with all the spring manufacturing the coiler has automatic drive.

History: This spring coiling machine was manufactured before World War II and was originally installed in the Spring Shop which was located near Bay 1 and the Loco Shop. It was moved to its present location when the Spring Shop was moved back into the main workshops building. Apart from the Wheel Shop, the Spring Shop was the most specialised of all of the shops in the workshops. The springing of locomotives and rolling stock was essential for the operation of the railways.

Function and Operation: These Spring Coiling Machines were originally constructed to be powered via belts from overhead line shafts. More recently they have been fitted with their own small, stand-alone electric motor. Power is transmitted from the driven wheel to the lathes gearing via a short fabric, timber studded backing belt. Stock was fed via the special tool holder which was located on the opposite side of the tool rest to the operator. Once coiled, the lathes were sent to have their seats ground. They were then hardened and tempered.

Location: Bay 4 North 5 West

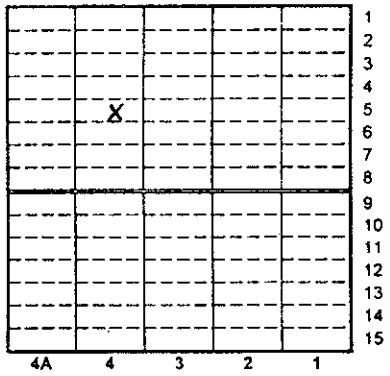
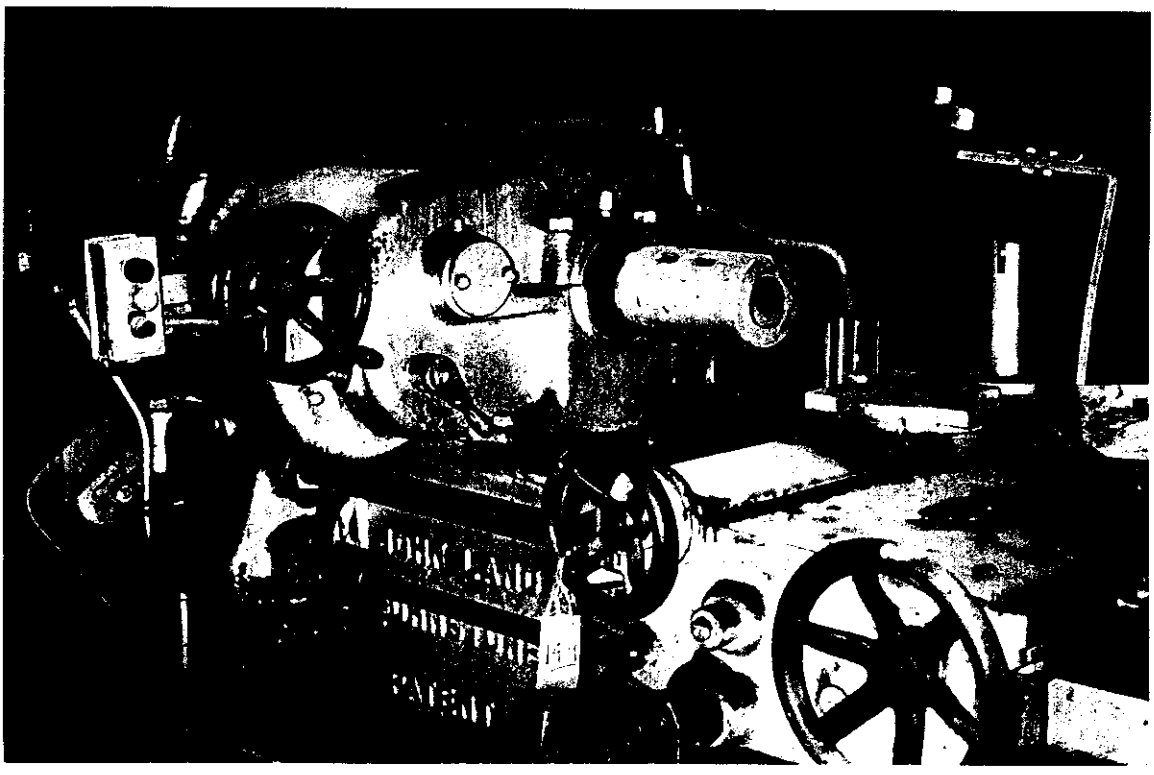


Photo: **FILM No.** 95-169-5-14 **Photographed and inspected December 1995**



Item Name: Spring Coiling Machine 10"

Item No. 149

Condition:

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	❑	❑	❑	❑
Repres-entative	❑	❑	❑	❑

State Historical Themes:

Category ❑ Moveable Item ❑ Industrial Relic

Themes
- ❑ 13 Transport
- ❑ 15 Utilities
- ❑ 16 Industry
- ❑ 18 Technology
- ❑ 20 Government Administration

Statement of Significance: The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for over 70 years. The item and its operation is easy to interpret from its existing fabric. The item exhibits a high degree of structural integrity. The item is an integral part of the Spring Shop operational group.

Conservation Policy:

The item is to retained in its present location or repositioned in the same bay and be preserved as part of the Spring Shop operational group to which it belongs.

The item is to be preserved by being cleaned, serviced and maintained according to the implementation and maintenance schedules given below.

Policy Implementation:

All external surfaces are to be cleaned and degreased using appropriate methods. All superficial rust is to be removed or treated. All external surfaces are to be treated with an appropriate sealant such as Shell ENSIS fluid or polycrystalline wax.

Every 5 years internal surfaces should be inspected for rust. Any rust or oxidation product must be treated suitably by being removed and coated with an inhibitor and sealant.

All moving parts of electric motors are to be covered to prevent ingress of dust.

Conserve. May reposition in same bay.

Maintenance Schedule

Inspect all external surfaces for rust every 12 months. Where necessary, surface treat as recommended in the implementation section.

Interpretation:

Item Name: Spring Coiling Machine | **Item No.** 150

Name Plate:

Associated Items:

Individual ☐
Assemblage ☐
Collection ☐
System ☐
Operational Groups ☐ Spring Shop 123-125, 149-157, 159, 161

Description: The Spring Coiling Machine is adapted from the machine lathe. Because of the size of the springs being produced at the workshops the lathes are of exceptionally heavy quality. This one by John Lang and Co. is of the Johnston Patent type and is set with a series of exceptionally heavy gearings both for the drive and back gears. The chuck is fitted with a morse taper and wedge holes which hold the various sizes of mandrels. The stock was fed onto the lathe via a specially formed fuse of tool rests. These lathes were manufactured for making compression springs rather than tension springs. As with all the spring manufacturing the lathe has automatic drive.

History: This spring coiling machine was manufactured before World War II and was originally installed in the Spring Shop which was located near Bay 1 and the Loco Shop. It was moved to its present location when the Spring Shop was moved back into the main workshops building. Apart from the Wheel Shop, the Spring Shop was the most specialised of all of the shops in the workshops. The springing of locomotives and rolling stock was essential for the operation of the railways.

Function and Operation: These Spring Coiling Machines were originally constructed to be powered via belts from overhead line shafts. More recently they have been fitted with their own small, stand-alone electric motor. Power is transmitted from the driven wheel to the lathes gearing via a short fabric, timber studded backing belt. Stock were fed via the special tool holder which was located on the opposite side of the tool rest to the operator. Once coiled the lathes were sent to have their seats ground. They were then hardened and tempered.

Location: Bay 4 North 4 West

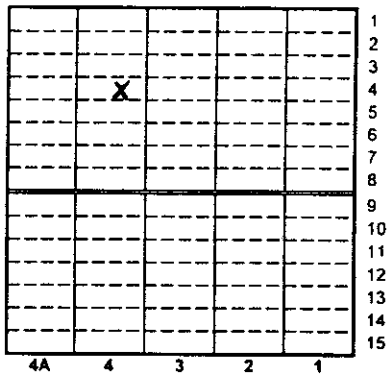
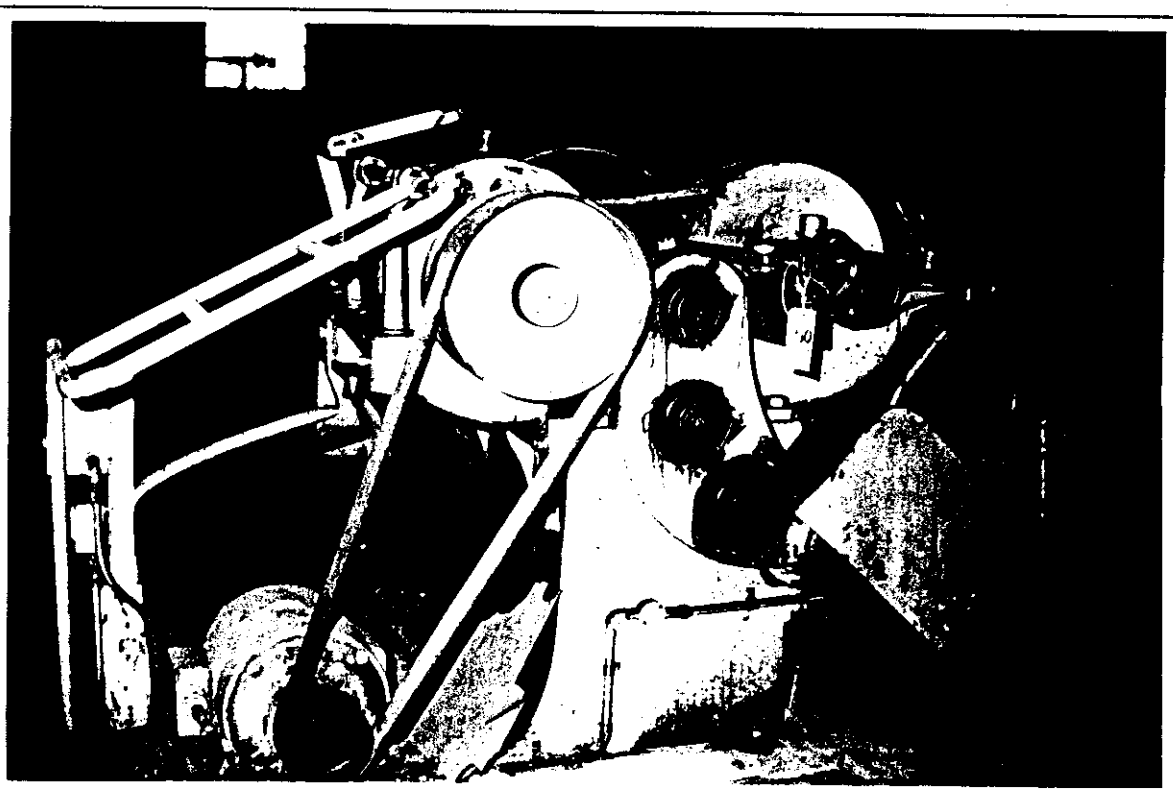


Photo: **FILM No.** 95-169-5-15 **Photographed and inspected December 1995**



Item Name: Spring Coiling Machine | **Item No.** 150

Condition:

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☐	☐	☐	☐
Repres-entative	☐	☐	☐	☐

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance: The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for over 30 years. The item and its operation is easy to interpret from its existing fabric. The item exhibits a high degree of structural integrity. The item is an integral part of the Spring Shop operational group.

Conservation Policy:

The item is to retained in its present location or repositioned in the same bay and be preserved as part of the Spring Shop operational group to which it belongs.

The item is to be preserved by being cleaned, serviced and maintained according to the implementation and maintenance schedules given below.

Policy Implementation:

All external surfaces are to be cleaned and degreased using appropriate methods. All superficial rust is to be removed or treated. All external surfaces are to be treated with an appropriate sealant such as Shell ENSIS fluid or polycrystalline wax.

Every 5 years internal surfaces should be inspected for rust. Any rust or oxidation product must be treated suitably by being removed and coated with an inhibitor and sealant. All moving parts of electric motors are to be covered to prevent ingress of dust. Conserve. May reposition in same bay.

Maintenance Schedule

Inspect all external surfaces for rust every 12 months. Where necessary, coat as recommended in the implementation section.

Interpretation:

Item Name: The Quenching Tank | **Item No.** 151

Name Plate:

Associated Items:

Individual	☐
Assemblage	☐
Collection	☐
System	☐
Operational Groups	☑ Spring Shop 123-125, 149-157, 159, 161

Description: The Quenching Tank was used for quench hardening or for tempering of springs. Springs were normally loaded into a small steel tray and dropped into the quenching bath via a counterweighted cable. This Quenching Tank which measures about 1.3 metres long, 500 metres wide and is about 900mm deep. It is sunk into the floor of the spring shop and is located close to the Ryerston Spring Forming Machines.

History: The history of the item is unknown.

Function and Operation: Once formed and the seats ground the coil springs were heated in a special heating chamber and then quenched to harden and then tempered.

Location: Bay 4 North 2-3 West

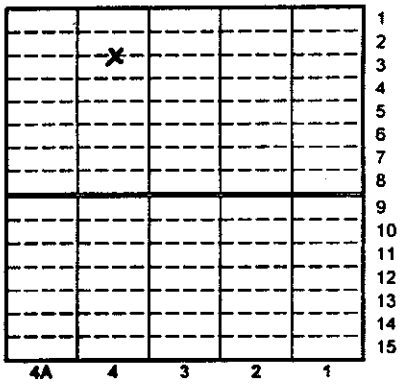
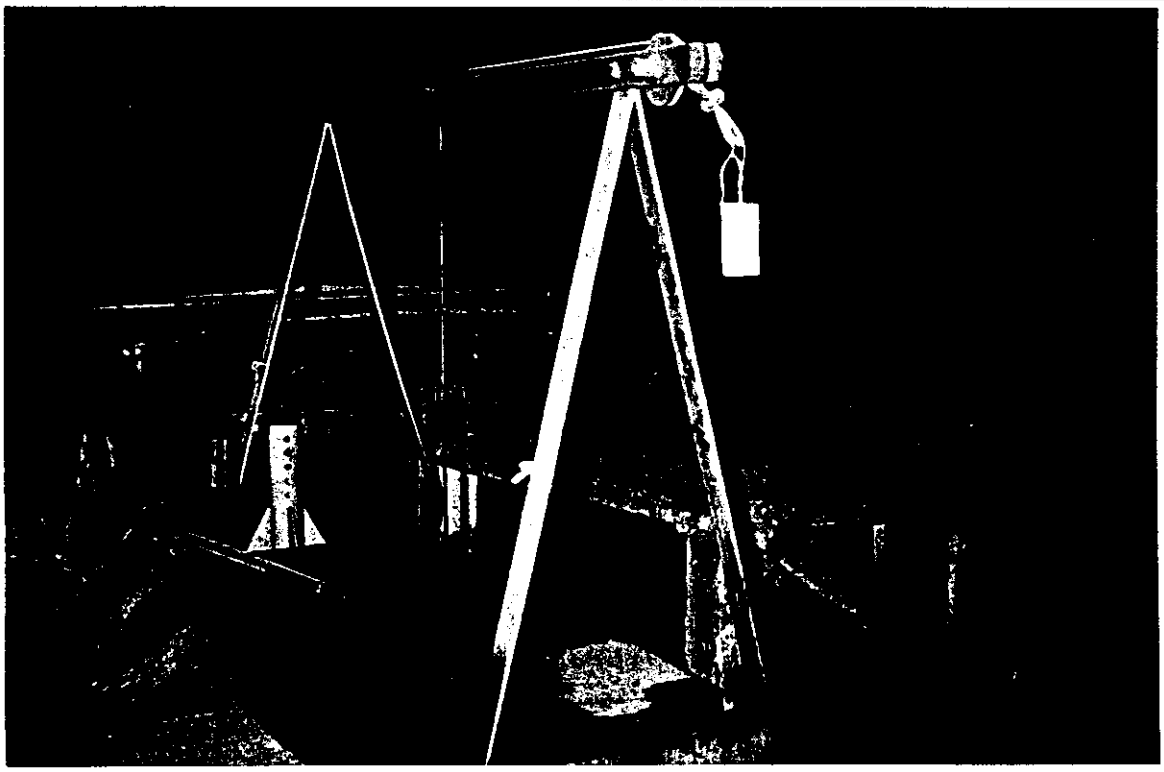


Photo: **FILM No.** 95-169-5-16 **Photographed and inspected December 1995**



Item Name: Quenching Tank | **Item No.** 151

Condition:

The item is in good/excellent operating condition.

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☐	☐	☐	☐
Repres-entative	☒	☐	☐	☒

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance

The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for over 20 years. The item is an integral part of the Spring Shop operational group.

Conservation Policy:

The item is to be retained in its present location and be preservation as part of the Spring Shop assemblage operational group to which it belongs.

Policy Implementation:

All external surfaces are to be cleaned and degreased using appropriate methods. All superficial rust is to be removed or treated. All external surfaces are to be treated with an appropriate sealant such as Shell ENSIS fluid or polycrystalline wax.

Oil may be drained.

Maintenance Schedule

Inspect all external surfaces for rust every 5 years. Where necessary, treat as recommended in the implementation section.

Interpretation:

Item Name: The Craven Brothers Spring Dissembler | **Item No.** 152

Name Plate:

Associated Items:

Individual	☐	
Assemblage	☐	
Collection	☐	
System	☑	Hydraulic 49, 52, 144, 152-154, 158, 184-187, 193, 194, 213
Operational Groups	☑	Spring Shop 123-125, 149-157, 159, 161

Description: This massive, cast-iron item was made for pressing springs to allow a stripping or disassembling of the collars.

History: The item was installed in the original Spring Shop in 1887 and moved to this location when the Spring Shop was relocated from its former position between Bay 1 and the New Loco Shop.

Function and Operation: Springs were loaded into the jaws of the item and hydraulic power was used to remove the collars of seats from the springs.

Location: Bay 4 North 1 East

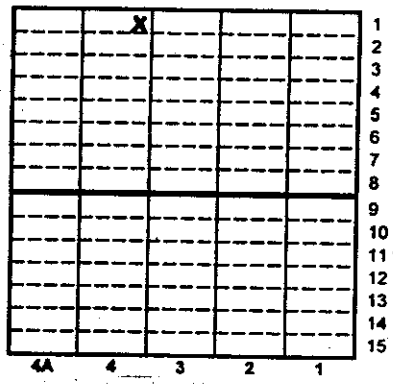
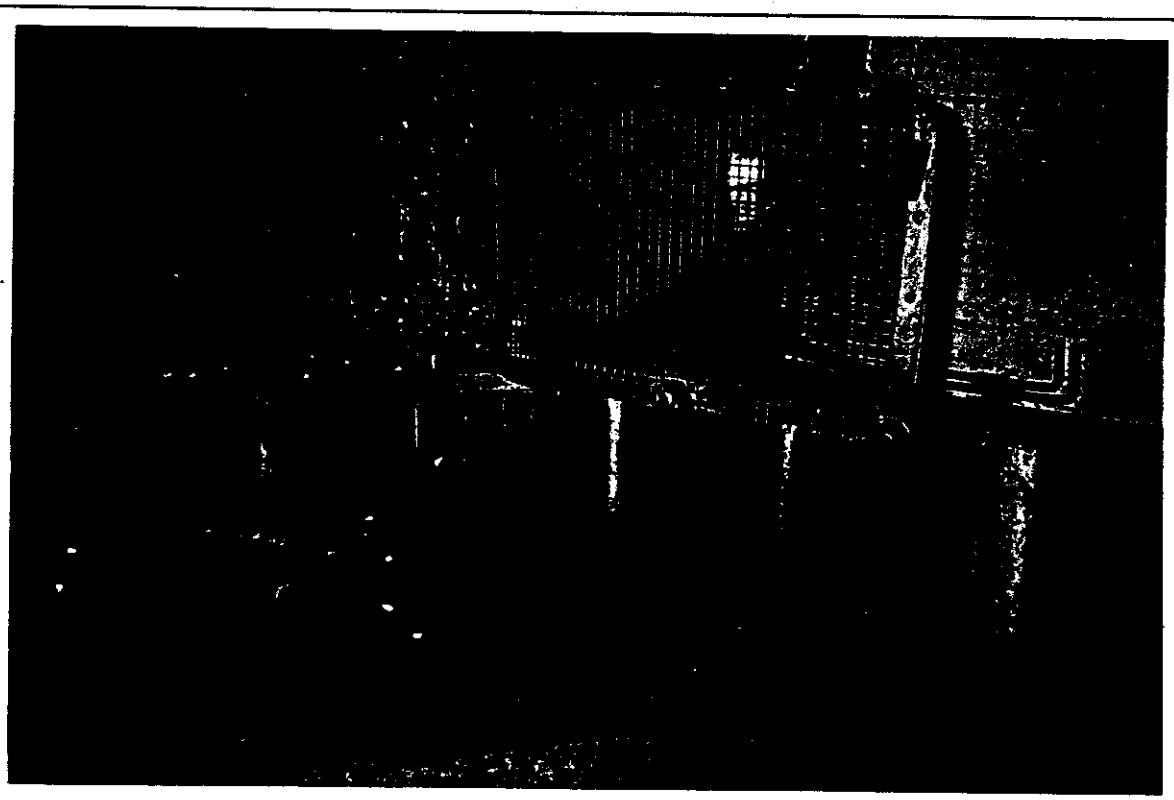


Photo: **FILM No.** 95-169-5-17 **Photographed and inspected December 1995**



Item Name: Craven Bros. Spring Disassembler | **Item No.** 152

Condition:

In general, the item appears to be in operable condition providing power sources are connected and the item is cleaned, serviced and tested. The external surface of the item has patches of superficial rust and bare metal. The painted surface of the item is deteriorating.

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☒	☒	☐	☒
Repres-entative	☒	☐	☐	☒

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance

The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for over 100 years. The item is an integral part of the hydraulic system. The item represents former manufacturing technologies now rarely evident in operating workshops. The item has research and education potential for developing an understanding of early engineering practice. The item will yield information on the nature of past work practices. The item and its operation is easy to interpret from its existing fabric. The item exhibits a high degree of structural integrity.

Conservation Policy:

The item is to be retained in its present location and be preserved as part of the hydraulic system to which it belongs. The item is to be preserved by being cleaned, serviced and maintained according to the implementation and maintenance schedules given below.

Policy Implementation:

The machine is to be stripped, all cylinders cleaned and dried, all bearings and glands repacked, all internal bare metal surfaces are to be dried and greased to prevent rust. All external surfaces are to be cleaned and degreased using appropriate methods. All superficial rust is to be removed or treated. All external surfaces are to be treated with an appropriate sealant such as Shell ENSIS fluid or polycrystalline wax. All pipes are to be disconnected, cleaned, dried and treated with rust inhibitor. They may then be reconnected. Conserve in situ

Maintenance Schedule

Inspect all external surfaces for rust every 12 months. Where necessary, coat as recommended in the implementation section. Every 5 years internal surfaces should be inspected for rust. Any rust or oxidation product must be treated suitably by being removed and coated with an inhibitor and sealant.

Interpretation:

Item Name: The Ryerson Spring Forming Machine | **Item No.** 153

Name Plate:

Associated Items:

Individual	☐	
Assemblage	☐	
Collection	☐	
System	☑	Hydraulic 49, 52, 144, 152-154, 158, 184-187, 193, 194, 213
Operational Groups	☑	Spring Shop 123-125, 149-157, 159, 161

Description: This heavy, cast-iron framed spring bending machine is used for forming leaf springs. The appropriately curved dolly or mandrel is fixed to the moving front of the machine. The red hot steel spring lead is placed against it and the spring is then forced against a flexible steel chain belt. The spring then takes the shape of the dolly.

History: The Ryerson Spring Forming Machines were manufactured prior to World War I and were formerly located in the Spring Shop which was established between Bay 1 and the New Engine Shop. They were moved to this position probably in 1972.

Function and Operation: The Ryerson Spring Forming Machines were the principle methods of forming leaf springs from hot stock. The stock was simply placed between the dolly and the steel mesh and forced against it through hydraulic pressure. The formed lead springs were then heat treated.

Location: Bay 4 North 2 West

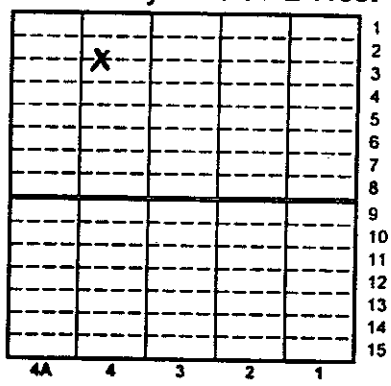
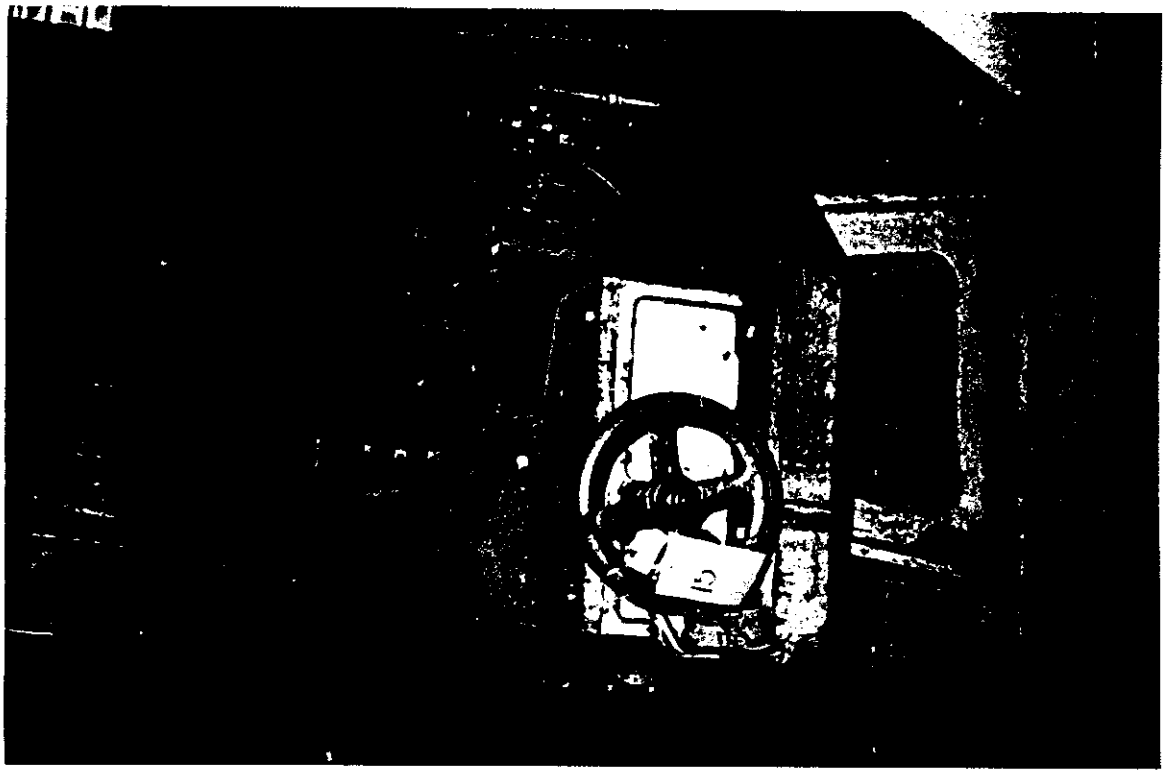


Photo: **FILM No.** 95-169-5-18 **Photographed and inspected December 1995**



Item Name: Ryerson Spring Forming Machine | **Item No.** 153

Condition:

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☒	☒	☐	☒
Repres-entative	☒	☐	☐	☒

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance: The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for over 80 years. The item and its operation is easy to interpret from its existing fabric. The item exhibits a high degree of structural integrity. The item is an integral part of the Spring Shop operational group.

Conservation Policy:

The item is to retained in its present location and be preserved as part of the Spring Shop operational group to which it belongs.

The item is to be preserved by being cleaned, serviced and maintained according to the implementation and maintenance schedules given below.

Policy Implementation:

The machine is to be stripped, all cylinders cleaned and dried, all bearings and glands repacked, all internal bare metal surfaces are to be dried and greased to prevent rust. All external surfaces are to be cleaned and degreased using appropriate methods. All superficial rust is to be removed or treated. All external surfaces are to be treated with an appropriate sealant such as Shell ENSIS fluid or polycrystalline wax.

All moving parts of electric motors are to be covered to prevent ingress of dust.

Conserve in situ.

Maintenance Schedule

Inspect all external surfaces for rust every 12 months. Where necessary, coat as recommended in the implementation section.

Every 5 years internal surfaces should be inspected for rust. Any rust or oxidation product must be treated suitably by being removed and coated with an inhibitor and sealant.

Interpretation:

Item Name: The Ryerson Spring Forming Machine | **Item No.** 154

Name Plate:

Associated Items:

Individual	☐	
Assemblage	☐	
Collection	☐	
System	☑	Hydraulic 49, 52, 144, 152-154, 158, 184-187, 193, 194, 213
Operational Groups	☑	Spring Shop 123-125, 149-157, 159, 161

Description: This heavy, cast-iron framed spring bending machine is used for forming lead springs. The appropriately curved dolly or mandrel is fixed to the moving front of the machine. The red hot steel spring lead is placed against it and the spring is then forced against a flexible steel lead belt. The spring then takes the shape of the dolly.

History: The Ryerson Spring Forming Machines were manufactured prior to World War I and were formerly located in the Spring Shop which was established between Bay 1 and the New Engine Shop. They were moved to this position probably in 1972.

Function and Operation: The Ryerson Spring Forming Machines were the principle methods of forming leaf springs from hot stock. The stock was simply placed between the dolly and the steel mesh and forced against it through hydraulic pressure. The formed lead springs were then heat treated.

Location: Bay 4 North 2 West

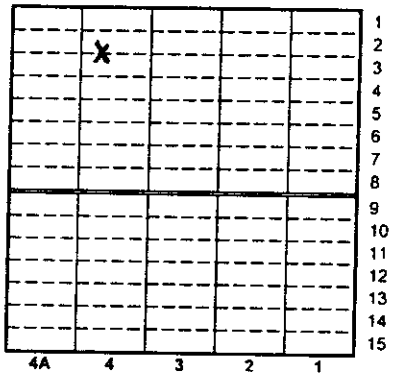
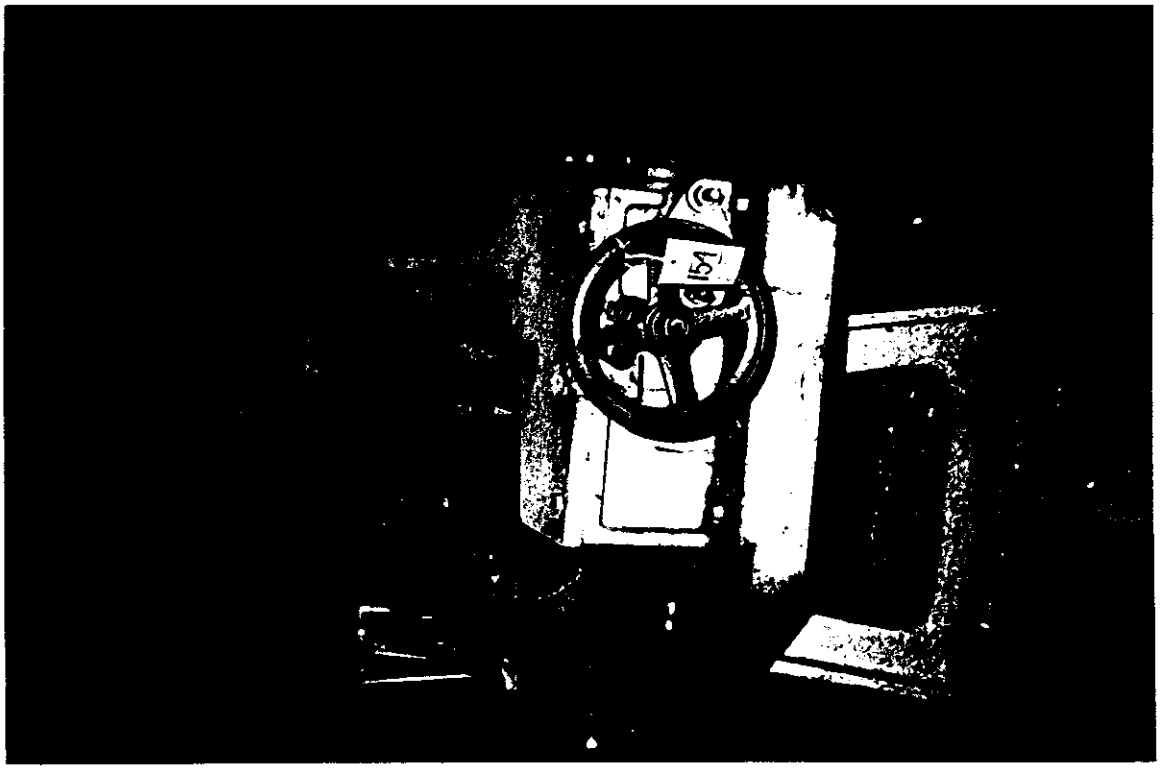


Photo: **FILM No.** 95-169-5-19 **Photographed and inspected December 1995**



Item Name: Ryerson Spring Forming Machine | **Item No.** 154

Condition:

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☒	☒	☐	☒
Repres-entative	☒	☐	☐	☒

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance: The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for over 60 years. The item and its operation is easy to interpret from its existing fabric. The item exhibits a high degree of structural integrity. The item is an integral part of the Spring Shop operational group.

Conservation Policy:

The item is to retained in its present location and be preserved as part of the Pedding Halls assemblage, shears collection and Spring Shop operational group to which it belongs.

The item is to be preserved by being cleaned, serviced and maintained according to the implementation and maintenance schedules given below.

Policy Implementation:

The machine is to be stripped, all cylinders cleaned and dried, all bearings and glands repacked, all internal bare metal surfaces are to be dried and greased to prevent rust.

All external surfaces are to be cleaned and degreased using appropriate methods. All superficial rust is to be removed or treated. All external surfaces are to be treated with an appropriate sealant such as Shell ENSIS fluid or polycrystalline wax.

All moving parts of electric motors are to be covered to prevent ingress of dust. Conserve in situ

Maintenance Schedule

Inspect all external surfaces for rust every 12 months. Where necessary, coat as recommended in the implementation section.

Every 5 years internal surfaces should be inspected for rust. Any rust or oxidation product must be treated suitably by being removed and coated with an inhibitor and sealant.

Interpretation:

Item Name: The Quenching Tank | **Item No.** 155

Name Plate:

Associated Items:

Individual	☐
Assemblage	☐
Collection	☐
System	☐
Operational Groups	☑ Spring Shop 123-125, 149-157, 159, 161

Description: The Quenching Tank was used for quench hardening, tempering or cooling of springs. Springs were normally loaded into a small steel tray and dropped into the quenching bath via a counterweighted cable. This Quenching Tank which measures about 1.3 metres long, 500 metres wide and is about 900mm deep. It is sunk into the floor of the spring shop and is located close to the Ryerston Spring Forming Machines.

History: The history of the item is unknown.

Function and Operation: Once formed and the seats ground the coil springs were heated in a special heating chamber and then quenched to harden and then tempered.

Location: Bay 4 North

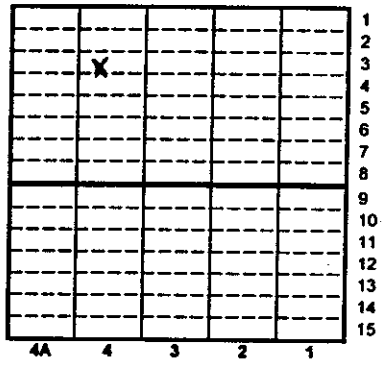
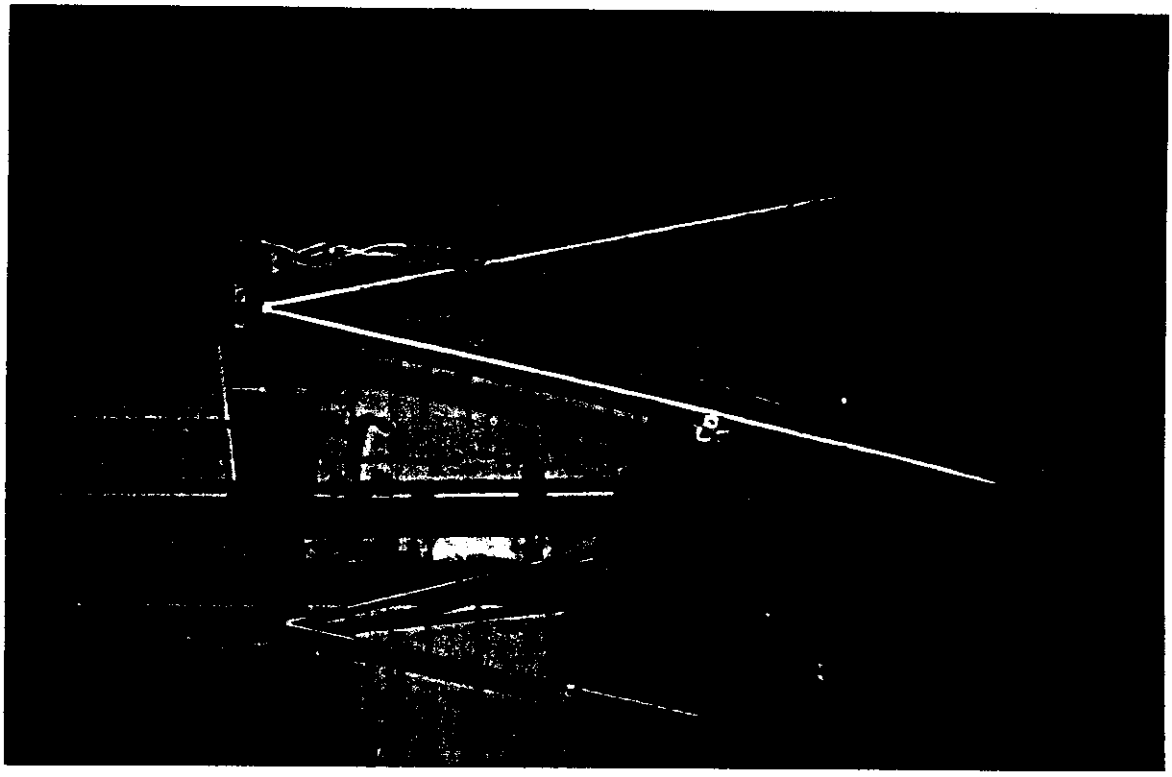


Photo: **FILM No.** 95-169-5-20 **Photographed and inspected December 1995**



Item Name: Quenching Tank | **Item No.** 155

Condition:

The item is in good/excellent operating condition.

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☐	☐	☐	☐
Repres-entative	☐	☐	☐	☐

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance

The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for over 20 years. The item is an integral part of the Spring Shop operational group.

Conservation Policy:

The item is to be retained in its present location and be preservation as part of the Spring Shop assemblage operational group to which it belongs.

Policy Implementation:

All external surfaces are to be cleaned and degreased using appropriate methods. All superficial rust is to be removed or treated. All external surfaces are to be treated with an appropriate sealant such as Shell ENSIS fluid or polycrystalline wax.

Conserve in situ.

Maintenance Schedule

Inspect all external surfaces for rust every 5 years. Where necessary, treat as recommended in the implementation section.

Interpretation:

Item Name: Hydraulic Press and Spring Tester | **Item No.** 156

Name Plate:

Associated Items:

Individual	☐	
Assemblage	☐	
Collection	☐	
System	☑	Hydraulic 49, 52, 144, 152-154, 158, 184-187, 193, 194, 213
Operational Groups	☑	Spring Shop 123-125, 149-157, 159, 161

Description: This small press has been adapted by the workshops from a true press to a spring testing machine. It consists of a massive, cast-iron holding bed and a very large high pressure cylinder and ram.

History: The history of the item is unknown but it was made in the workshops. It exhibits considerable age in its construction. It was probably first erected in the Spring Shop between Bay 1 and the New Engine Shop before World War I.

Function and Operation: The machine was used for testing springs. The leafs were placed on the machine bed, fastened into place on a sliding bracket and pressed to a testified test pressure. If the spring recovered without deformity it was passed for use on locomotive carriages.

Location: Bay 4 North 3-4 West

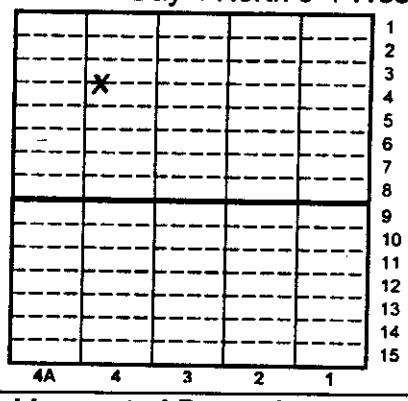


Photo: **FILM No.** 95-169-5-21 **Photographed and inspected December 1995**

Item Name: Hydraulic Press & Spring Tester | **Item No.** 156

Condition:

In general, the item appears to be in operable condition providing power sources are connected and the item is cleaned, serviced and tested. The external surface of the item has patches of superficial rust and bare metal. The painted surface of the item is deteriorating.

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☒	☒	☐	☒
Repres-entative	☒	☐	☐	☒

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance

The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for over 100 years. The item is an integral part of the hydraulic system. The item represents former manufacturing technologies now rarely evident in operating workshops. The item has research and education potential for developing an understanding of early engineering practice. The item will yield information on the nature of past work practices. The item and its operation is easy to interpret from its existing fabric. The item exhibits a high degree of structural integrity.

Conservation Policy:

The item is to be retained in its present location and be preserved as part of the hydraulic system to which it belongs. The item is to be preserved by being cleaned, serviced and maintained according to the implementation and maintenance schedules given below.

Policy Implementation:

The machine is to be stripped, all cylinders cleaned and dried, all bearings and glands repacked, all internal bare metal surfaces are to be dried and greased to prevent rust. All external surfaces are to be cleaned and degreased using appropriate methods. All superficial rust is to be removed or treated. All external surfaces are to be treated with an appropriate sealant such as Shell ENSIS fluid or polycrystalline wax. All pipes are to be disconnected, cleaned, dried and treated with rust inhibitor. They may then be reconnected. Conserve in situ.

Maintenance Schedule

Inspect all external surfaces for rust every 12 months. Where necessary, coat as recommended in the implementation section. Every 5 years internal surfaces should be inspected for rust. Any rust or oxidation product must be treated suitably by being removed and coated with an inhibitor and sealant.

Interpretation:

Item Name: The Department Double Floor Grinder | **Item No.** 157

Name Plate:

Associated Items:

Individual	☐	
Assemblage	☐	
Collection	☑	Frazing Wheels 33, 78, 82, 83, 92
System	☐	
Operational Groups	☑	Spring Shop 123-125, 149-157, 159, 161

Description: This machine consists of a cast-iron frame which holds a spindle, the ends of which support large (450mm grinding wheels). A single stand-alone motor has been attached to the back of the frame and this is direct coupled by V-belt to a pulley located in the centre of the main shaft. The main shaft is supported on two bearings, the blocks of which have been cast into the main frame. Two very heavy flat tool rests are attached with nut and bolt to the slots in cast brackets on the front of the machine.

History: The history of the item is unknown but it was made in the workshops possibly before the First World War and was possibly located in the original Spring Shop.

Function and Operation: The Double Floor Grinder was used for general cleaning of cut stock and for taking off rough edges from spring collars.

Location: Bay 4 North 3 West

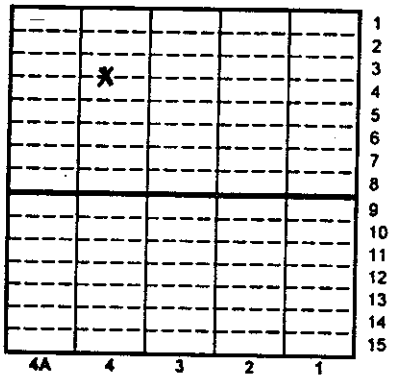
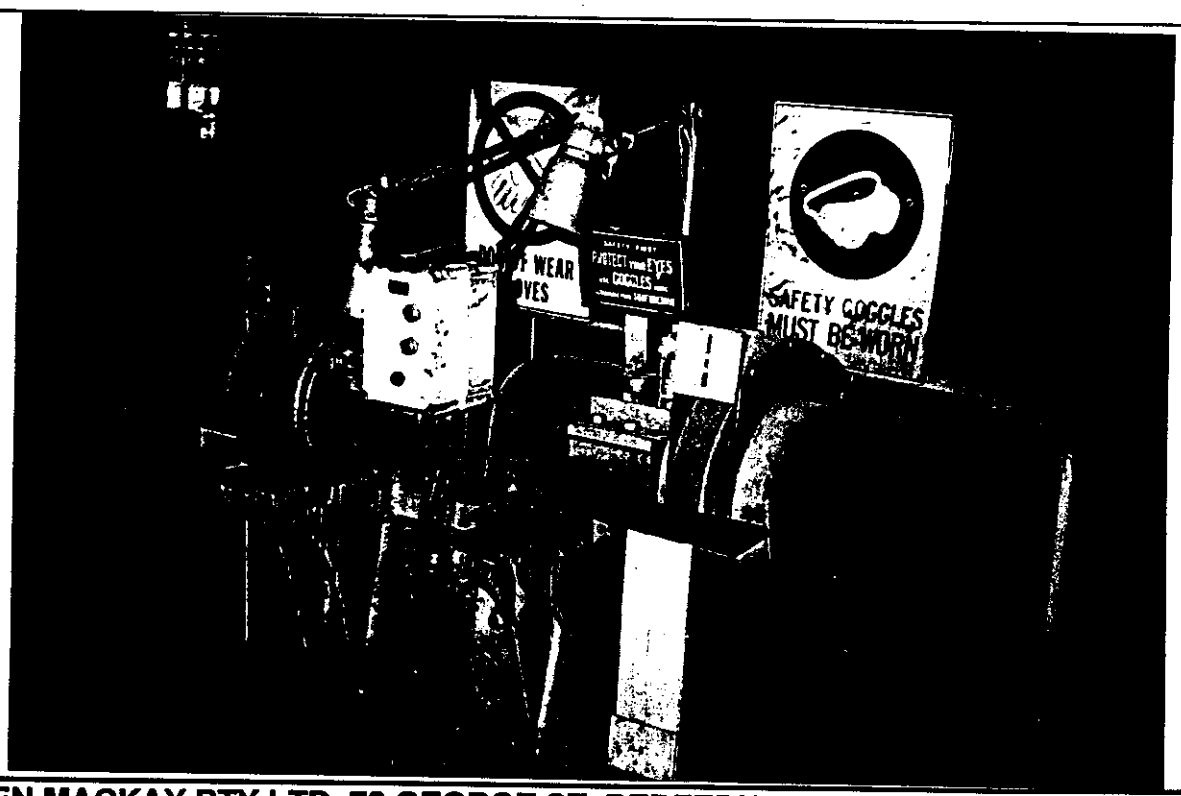


Photo: **FILM No.** 95-169-5-22 **Photographed and inspected December 1995**



Item Name: Department Double Floor Grinder | **Item No.** 157

Condition:
In general, the item appears to be in operable condition providing power sources are connected and the item is cleaned, serviced and tested.

The external surface of the item has patches of superficial rust and bare metal.

The painted surface of the item is deteriorating.

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☒	☒	☐	☒
Repres-entative	☒	☐	☐	☒

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance: The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for over 60 years. The item is an integral part of the steam hammer assemblage. The item evidences the versatility of the workshops in the manufacture of tools and machines. The item exhibits a high degree of structural integrity.

Conservation Policy:

The item is to retained in its present location and be preserved as part of the Spring Shop and frazing wheel collection to which it belongs.

The item is to be preserved by being cleaned, serviced and maintained according to the implementation and maintenance schedules given below.

Policy Implementation:

All external surfaces are to be cleaned and degreased using appropriate methods. All superficial rust is to be removed or treated. All external surfaces are to be treated with an appropriate sealant such as Shell ENSIS fluid or polycrystalline wax.

All heavily rusted surface should be cleaned with abrasive blasting using a limestone or similar abrasive or steel brushing. Remnant rust should be treated with an inhibitor and finally coated with an appropriate sealant such as Shell ENSIS fluid or polycrystalline wax. Conserve. May reposition in same bay.

Maintenance Schedule

Inspect all external surfaces for rust every 12 months. Where necessary, coat as recommended in the implementation section.

Interpretation:

Item Name: The Tweddells System Spring Buckling Press **Item No.** 158

Name Plate: Tweddell's System - Fielding & Platt. Gloucester England

Associated Items:

Individual	☐	
Assemblage	☐	
Collection	☐	
System	☑	Hydraulic 49, 52, 144, 152-154, 158, 184-187, 193, 194, 213
Operational Groups	☑	Spring Shop 123-125, 149-157, 159, 161

Description: This rather complex machine is about 3 metres long and 2.5 metres wide and stands at its highest point at 2 metres high. The machine was used for the buckling or the placing of collars on leaf springs. It was subsequently modified to allow the removal of collars or buckles. The item consists of several hydraulic rams which allow the assembling of the springs and the forcing of the collars or buckles on to the coupled springs.

History: The machine was installed in 1908 probably in the newly constructed spring shop between bay 1 and the new locomotive shop.

Function and Operation: The operation of the item was through the manipulation of hydraulic valves which admitted high pressure water from the hydraulic system into the rams which brought pressure to bear on the springs and buckles as appropriate.

Location: Bay 4 North 4-5 West

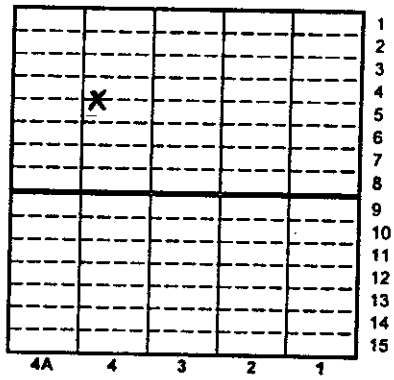
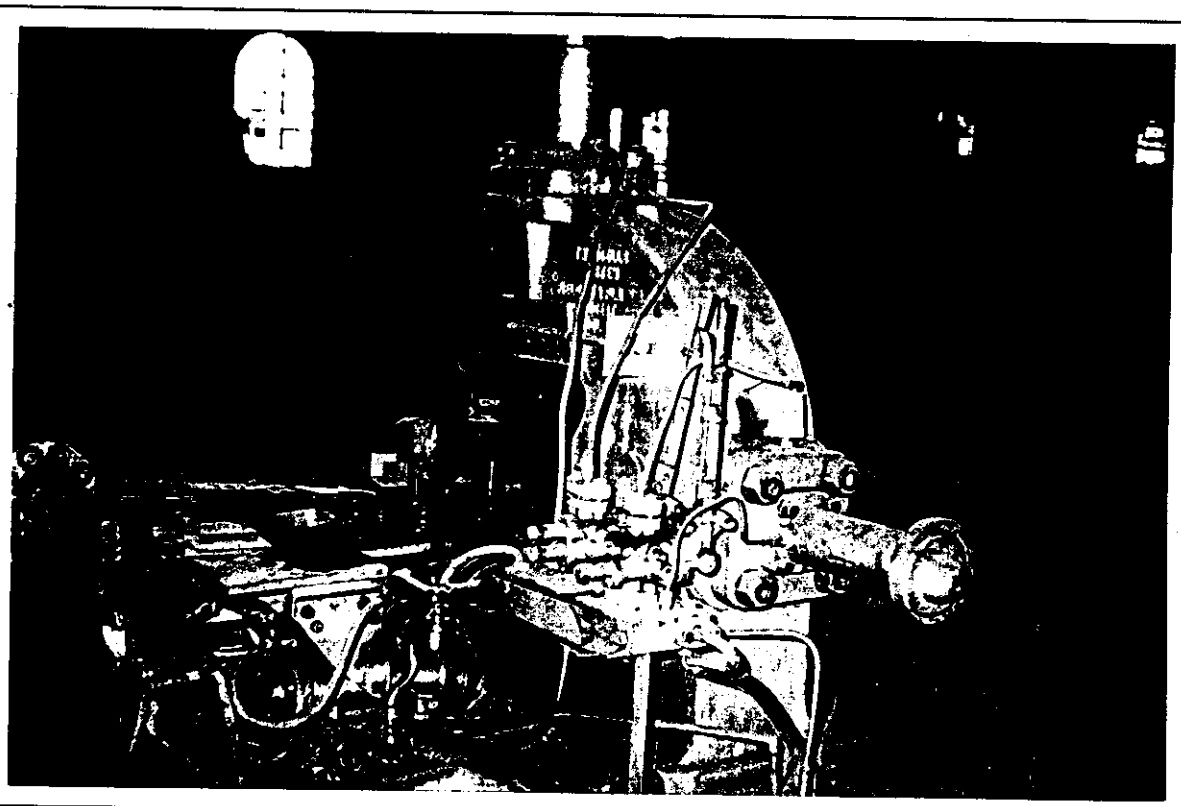


Photo: **FILM No.** 95-169-5-23 **Photographed and inspected December 1995**



Item Name: Tweddells System Spring Buckling Press | **Item No.** 158

Condition:

In general, the item appears to be in operable condition providing power sources are connected and the item is cleaned, serviced and tested. The external surface of the item has patches of superficial rust and bare metal. The painted surface of the item is deteriorating.

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☒	☒	☐	☒
Repres-entative	☒	☐	☐	☒

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance

The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for over 100 years. The item is an integral part of the hydraulic system. The item represents former manufacturing technologies now rarely evident in operating workshops. The item has research and education potential for developing an understanding of early engineering practice. The item will yield information on the nature of past work practices. The item and its operation is easy to interpret from its existing fabric. The item exhibits a high degree of structural integrity.

Conservation Policy:

The item is to be retained in its present location and be preserved as part of the hydraulic system to which it belongs. The item is to be preserved by being cleaned, serviced and maintained according to the implementation and maintenance schedules given below.

Policy Implementation:

The machine is to be stripped, all cylinders cleaned and dried, all bearings and glands repacked, all internal bare metal surfaces are to be dried and greased to prevent rust. All external surfaces are to be cleaned and degreased using appropriate methods. All superficial rust is to be removed or treated. All external surfaces are to be treated with an appropriate sealant such as Shell ENSIS fluid or polycrystalline wax. All pipes are to be disconnected, cleaned, dried and treated with rust inhibitor. They may then be reconnected. Conserve in situ.

Maintenance Schedule

Inspect all external surfaces for rust every 12 months. Where necessary, coat as recommended in the implementation section. Every 5 years internal surfaces should be inspected for rust. Any rust or oxidation product must be treated suitably by being removed and coated with an inhibitor and sealant.

Interpretation:

Item Name: The Furnace | **Item No.** 159

Name Plate: NSWTD FR71 S.O.

Associated Items:

Individual	☐	
Assemblage	☐	
Collection	☑	Furnaces 47, 48, 53, 56, 59, 79, 86, 95, 97, 99, 106, 110, 111, 129, 159, 161, 198
System	☐	
Operational Groups	☑	Spring Shop 123-125, 149-157, 159, 161

Description: This furnace has a cast iron and plate steel sheathing and stands on cast iron legs. It is fired by gas and it was used for heating springs or buckles prior to the assembly of springs.

History: The history of this item is unknown but it is probably manufactured prior to WW1 and has been used for the manufacture of springs since that time. It was installed in this location about 1972.

Function and Operation: N/A

Location: Bay 4 North 4 West

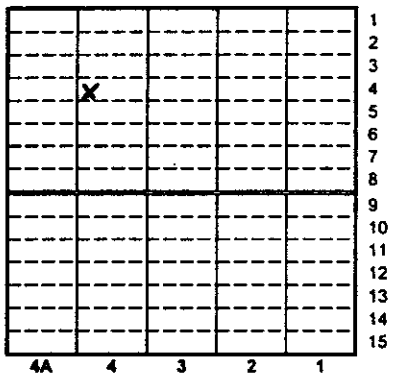
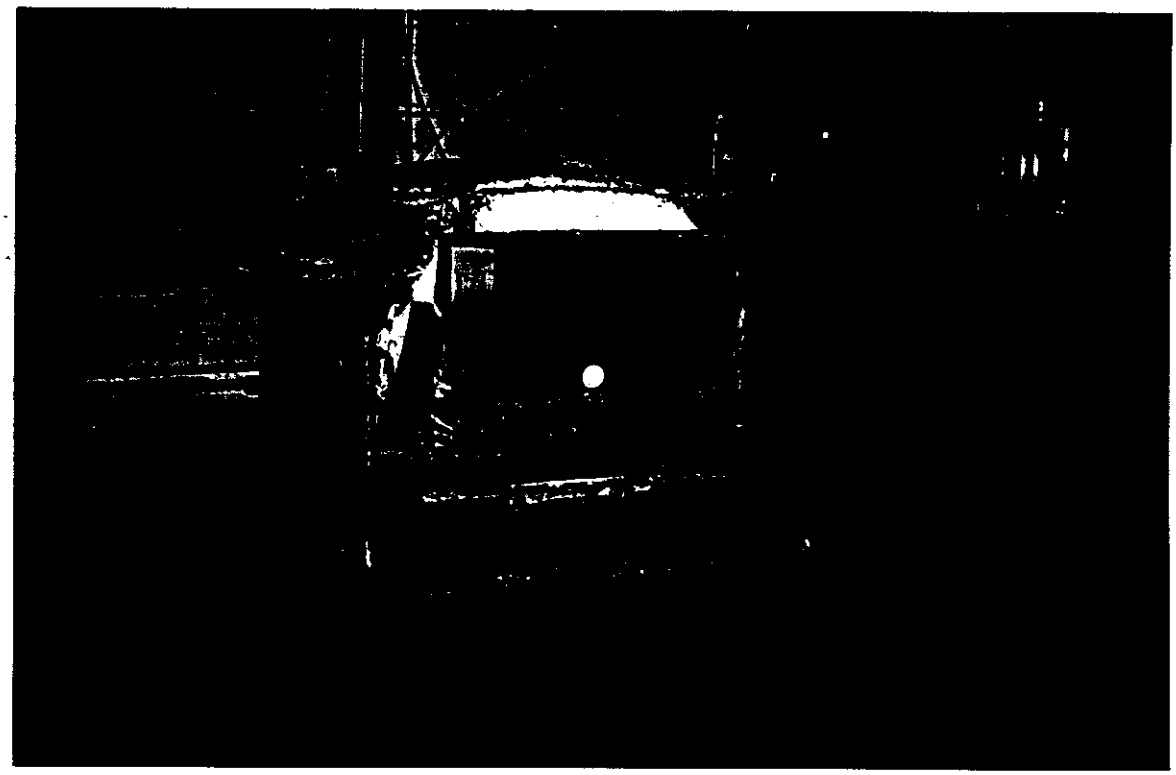


Photo: **FILM No.** 95-169-5-24 **Photographed and inspected December 1995**



Item Name: Furnace | **Item No.** 159

Condition:

In general, the item appears to be in operable condition providing power sources are connected and the item is cleaned, serviced and tested.

The external surface of the item has patches of superficial rust and bare metal.

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☐	☐	☐	☐
Repres-entative	☒	☐	☐	☒

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance: The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for over 40 years. The item is an integral part of the Spring Shop. The item and its operation is easy to interpret from its existing fabric. The item exhibits a high degree of structural integrity.

Conservation Policy:

The item is to be retained in its present location and be preserved as part of the Spring Shop and furnace collection to which it belongs.

Policy Implementation:

Conserve. May reposition in same bay.

Disconnect from gas supply pipe.

Maintenance Schedule

Inspect for physical damage and deterioration every 12 months and implement repair as necessary.

Interpretation:

Item Name: The Hydraulic Spring Buckling Press **Item No.** 160

Name Plate: NSWGR No. 653 Class SP Rice & Co (Leeds) Ltd.

Associated Items:

Individual	☐
Assemblage	☐
Collection	☐
System	☑
Operational Groups	☑

Hydraulic 49, 52, 144, 152-154, 158, 184-187, 193, 194, 213
Spring Shop 123-125, 149-157, 159, 161

Description: This specialist hydraulic spring buckling press like the previous one has also been modified. This rather complex machine is about 3 metres long and 2.5 metres wide and stands at its highest point at 2 metres high. The machine was used for the buckling or the placing of collars on leaf springs. It was subsequently modified to allow the removal of collars or buckles. The item consists of several hydraulic rams which allow the assembling of the springs and the forcing of the collars or buckles on to the coupled springs.

History: The machine was installed in 1915 probably in the newly constructed spring shop between bay 1 and the new locomotive shop

Function and Operation: The operation of the item was through the manipulation of hydraulic valves which admitted high pressure water from the hydraulic system into the rams which brought pressure to bear on the springs and buckles as appropriate.

Location: Bay 4 North 4 West

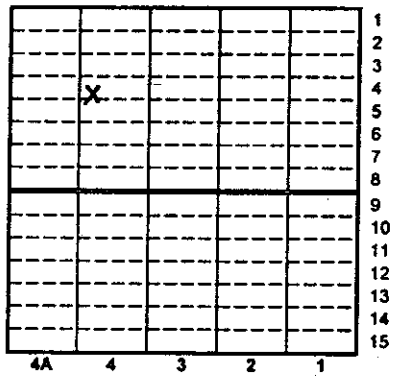
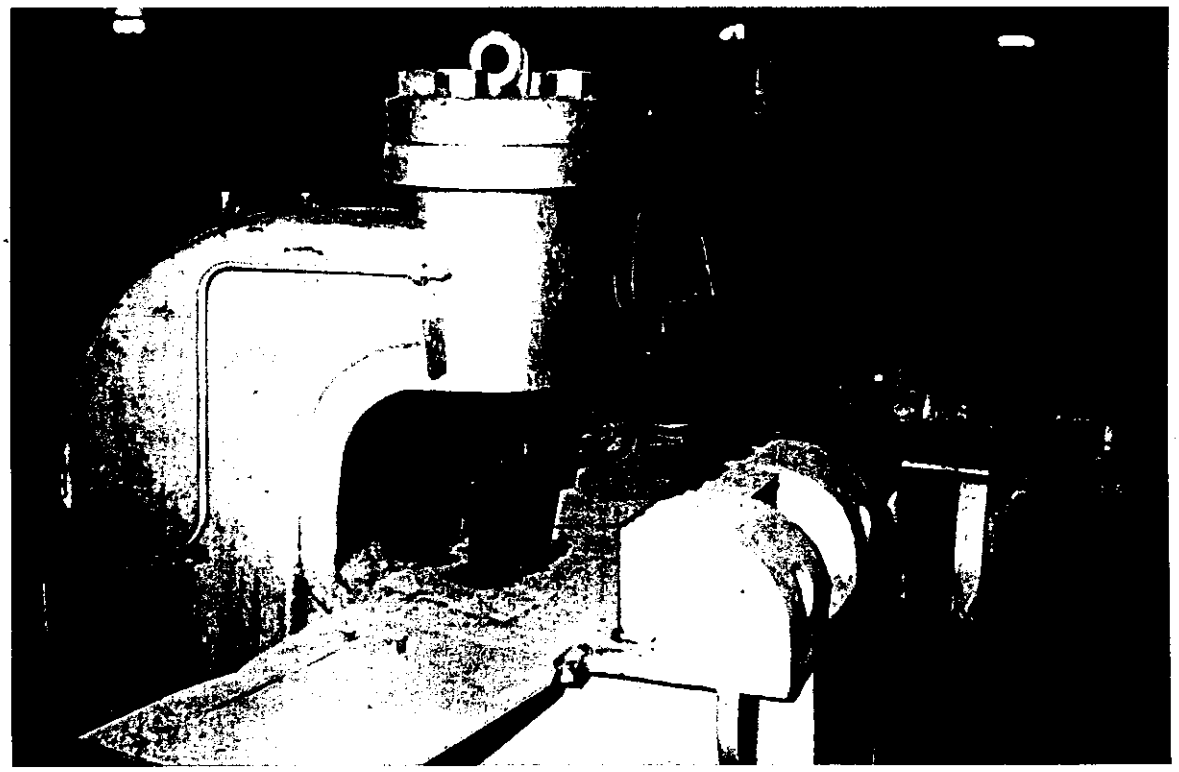


Photo: **FILM No.** 95-169-5-25 **Photographed and inspected December 1995**



Item Name: Rice & Co Hydraulic Spring Buckling Press | **Item No.** 160

Condition:

In general, the item appears to be in operable condition providing power sources are connected and the item is cleaned, serviced and tested. The external surface of the item has patches of superficial rust and bare metal. The painted surface of the item is deteriorating.

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☒	☒	☒	☒
Repres-entative	☒	☐	☐	☒

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance

The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for over 90 years. The item is an integral part of the hydraulic system. The item represents former manufacturing technologies now rarely evident in operating workshops. The item has research and education potential for developing an understanding of early engineering practice. The item will yield information on the nature of past work practices. The item and its operation is easy to interpret from its existing fabric. The item exhibits a high degree of structural integrity.

Conservation Policy:

The item is to be retained in its present location and be preserved as part of the hydraulic system to which it belongs. The item is to be preserved by being cleaned, serviced and maintained according to the implementation and maintenance schedules given below.

Policy Implementation:

The machine is to be stripped, all cylinders cleaned and dried, all bearings and glands repacked, all internal bare metal surfaces are to be dried and greased to prevent rust. All external surfaces are to be cleaned and degreased using appropriate methods. All superficial rust is to be removed or treated. All external surfaces are to be treated with an appropriate sealant such as Shell ENSIS fluid or polycrystalline wax. All pipes are to be disconnected, cleaned, dried and treated with rust inhibitor. They may then be reconnected. Conserve in situ.

Maintenance Schedule

Inspect all external surfaces for rust every 12 months. Where necessary, coat as recommended in the implementation section. Every 5 years internal surfaces should be inspected for rust. Any rust or oxidation product must be treated suitably by being removed and coated with an inhibitor and sealant.

Interpretation:

Item Name: Furnace | **Item No.** 161

Name Plate: NSWTD FR 73 S.O.

Associated Items:

Individual	☐	
Assemblage	☐	
Collection	☑	Furnaces 47, 48, 53, 56, 59, 79, 86, 95, 97, 99, 106, 110, 111, 129, 159, 161, 198
System	☑	
Operational Groups	☐	Spring Shop .123-125, 149-157, 159, 161

Description: This furnace has a cast iron and plate steel sheathing and stands on cast iron legs. It is fired by gas and it was used for heating springs or buckles prior to the assembly of springs.

History: The history of this item is unknown but it is probably manufactured prior to WW1 and has been used for the manufacture of springs since that time. It was installed in this location about 1972.

Function and Operation:

Location: Bay 4 North 5-6 West

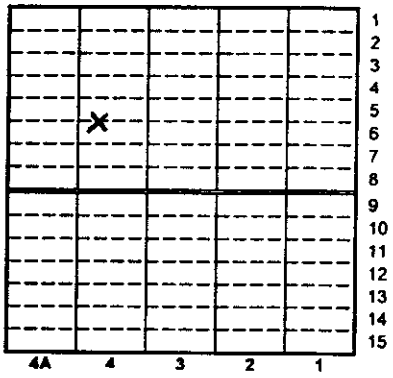
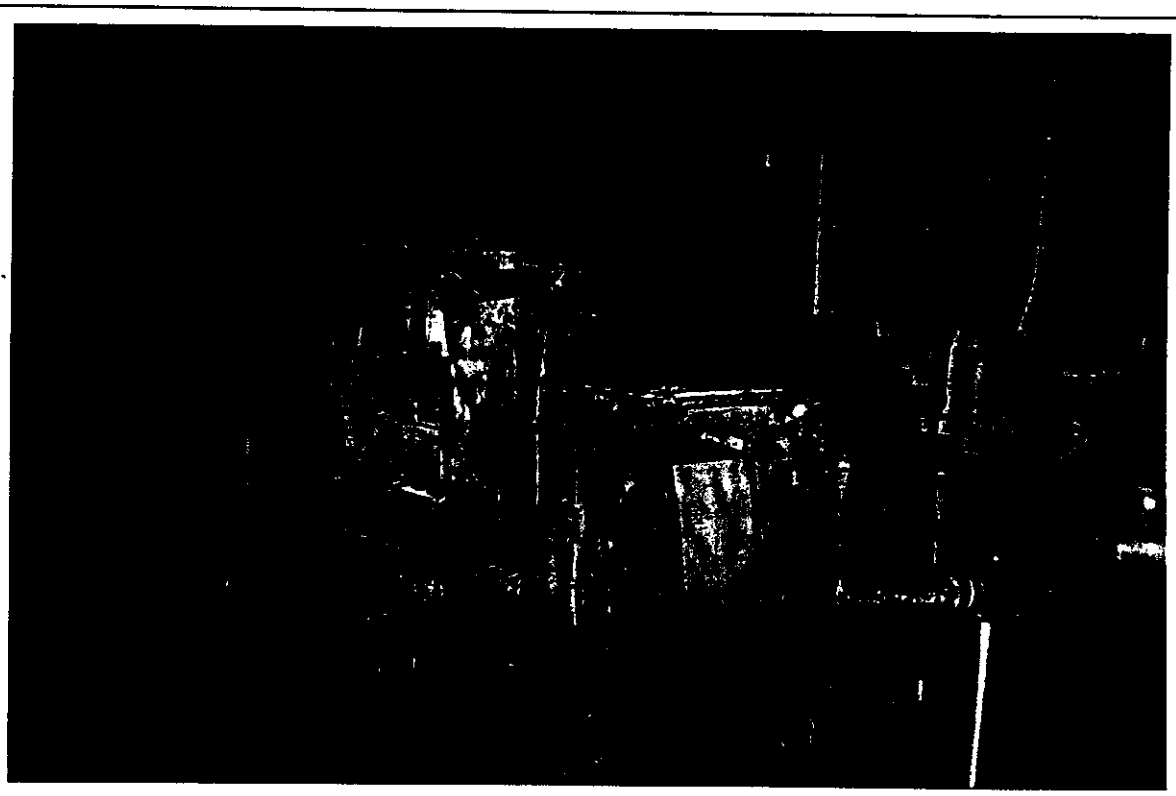


Photo: **FILM No.** 95-169-5-26 **Photographed and inspected December 1995**



Item Name: Furnace | **Item No.** 161

Condition:

In general, the item appears to be in operable condition providing power sources are connected and the item is cleaned, serviced and tested.

The external surface of the item has patches of superficial rust and bare metal.

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☐	☐	☐	☐
Repres-entative	☒	☐	☐	☒

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance: The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for over 40 years. The item is an integral part of the steam hammer assemblage. The item and its operation is easy to interpret from its existing fabric. The item exhibits a high degree of structural integrity.

Conservation Policy:

The item is to be retained in its present location and be preserved as part of the hydraulic press assemblage, furnace collection and hydraulic system to which it belongs. The furnace is to remain operational.

Policy Implementation:

A heavily rusted surface should be cleaned with abrasive blasting using a limestone or similar abrasive or steel brushing. Remnant rust should be treated with an inhibitor and finally coated with an appropriate sealant such as Shell ENSIS fluid or polycrystalline wax.

Disconnect from gas supply pipe.

Maintenance Schedule

Inspect for physical damage and deterioration every 12 months and implement repair as necessary.

Interpretation:

Item Name: Work Table **Item No.** 162

Name Plate: N/A

Associated Items:

Individual	☑
Assemblage	☐
Collection	☐
System	☐
Operational Groups	☐

Description: This small work table on timber legs and with a steel plate top was used for a variety of setting out and marking operations as springs were manufactured in the spring shop.

History: Not known.

Function and Operation: Work Table.

Location: Bay 4 North 5-6 East

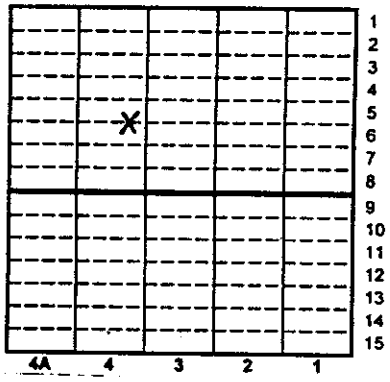
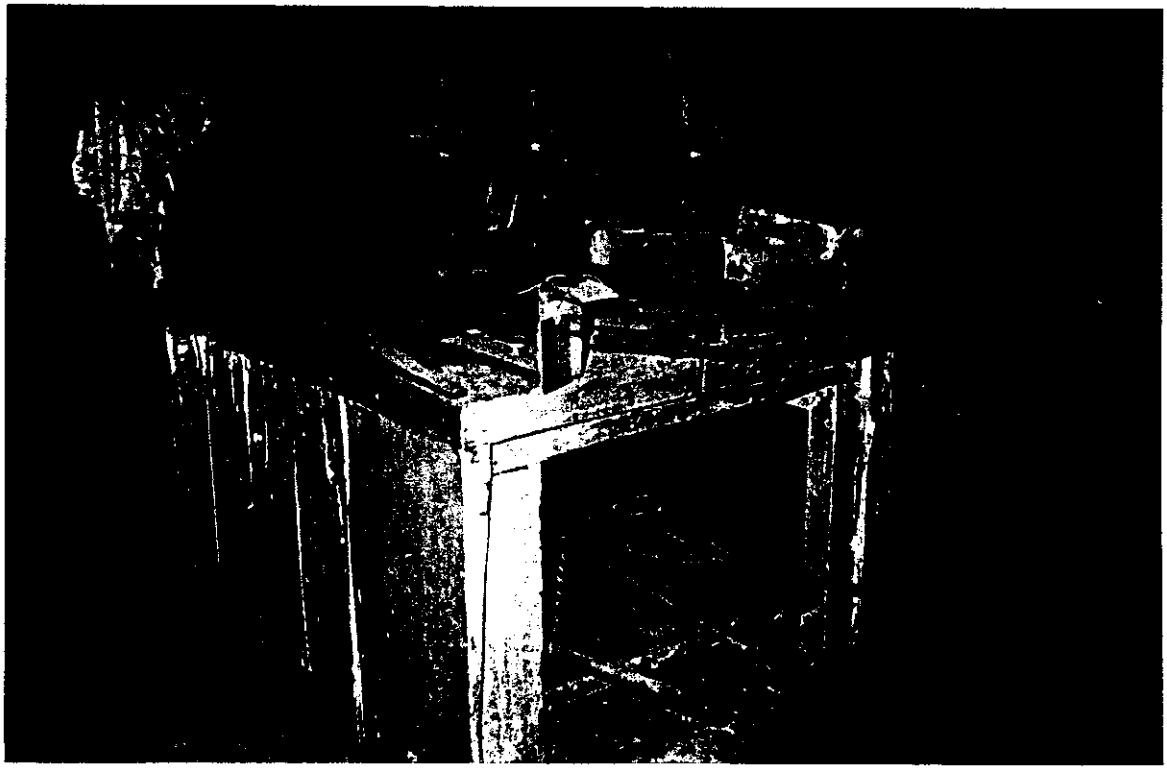


Photo: **FILM No.** 95-169-5-27 **Photographed and inspected December 1995**



Item Name: Work Table | **Item No.** 162

Condition:

The item is in good/excellent operating condition.

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☐	☐	☐	☐
Repres-entative	☐	☐	☐	☐

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance

The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for some 30 years. The item is significant to a large number of former workers and members of special interest societies. The item is an integral part of the Spring Shop operational group.

Conservation Policy:

The item is to be retained in its present location or close by and be preserved as part of the Spring Shop Operational Group to which it belongs.

Policy Implementation:

All external surfaces are to be cleaned and degreased using appropriate methods. All superficial rust is to be removed or treated. All external surfaces are to be treated with an appropriate sealant such as Shell ENSIS fluid or polycrystalline wax.

Conserve. May reposition in same bay.

Maintenance Schedule

Inspect all external surfaces for rust every 5 years. Where necessary, treat as recommended in the implementation section.

Interpretation:

Item Name: Electric Motor | **Item No.** 163

Name Plate:

Associated Items:

Individual	☑
Assemblage	☐
Collection	☐
System	☐
Operational Groups	☐

Description: To be returned to Chullora

History:

Function and Operation:

Location: Bay 4 North 4 East

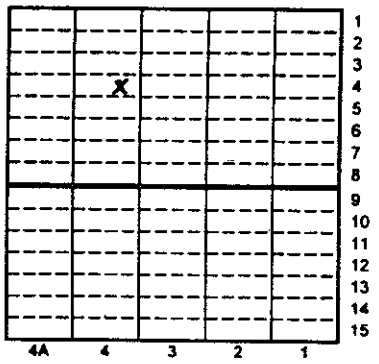
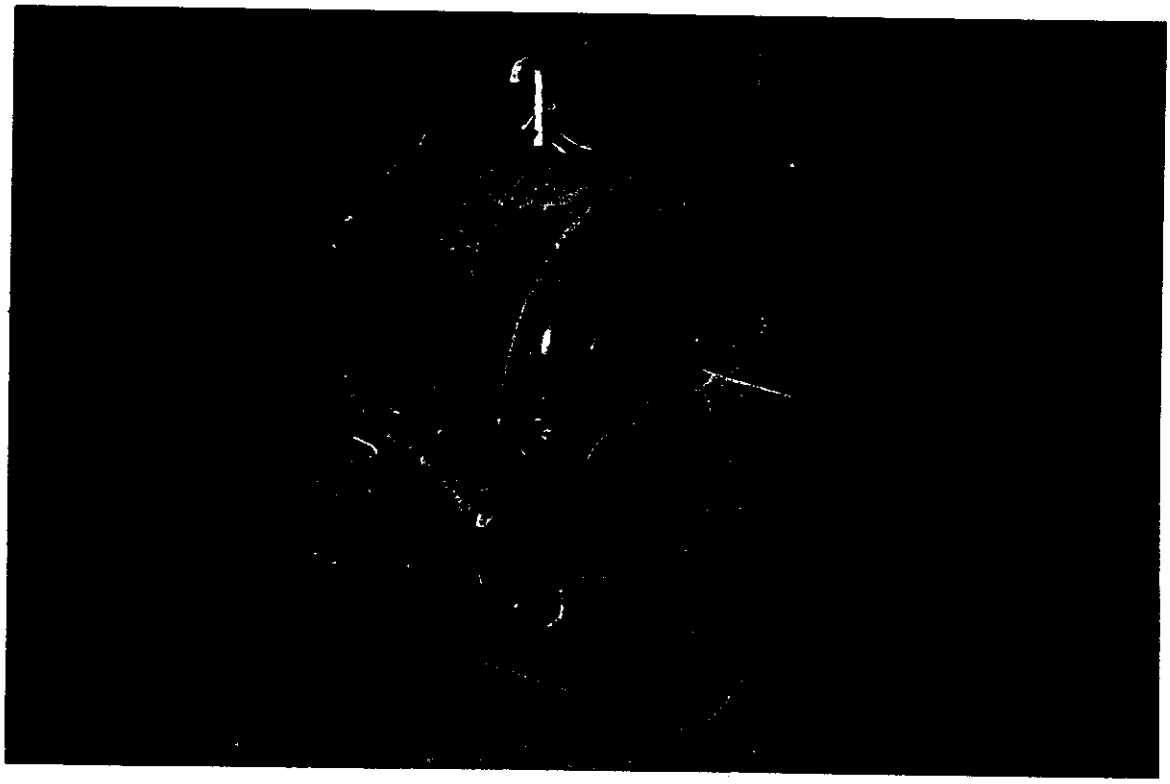


Photo: **FILM No.** 95-169-5-28 **Photographed and inspected December 1995**



Item Name: Electric Motor | **Item No.** 163

Condition:

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☐	☐	☐	☐
Repres-entative	☐	☐	☐	☐

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance

Conservation Policy:

Remove to Bay 15 for further assessment.

Policy Implementation:

Relocate to Bay 15.

Maintenance Schedule

Interpretation:

Item Name: Electric Starter Cabinet | **Item No.** 164

Name Plate:

Associated Items:

Individual	☑
Assemblage	☐
Collection	☐
System	☐
Operational Groups	☐

Description: This small starter cabinet is associated with machinery which has been moved from Bays 1-5.

History: No information is available on the history of this item.

Function and Operation: Associated machinery for this item is unknown.

Location: Bay 4 North 3-4 East

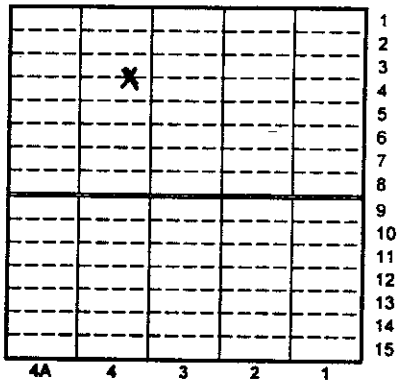
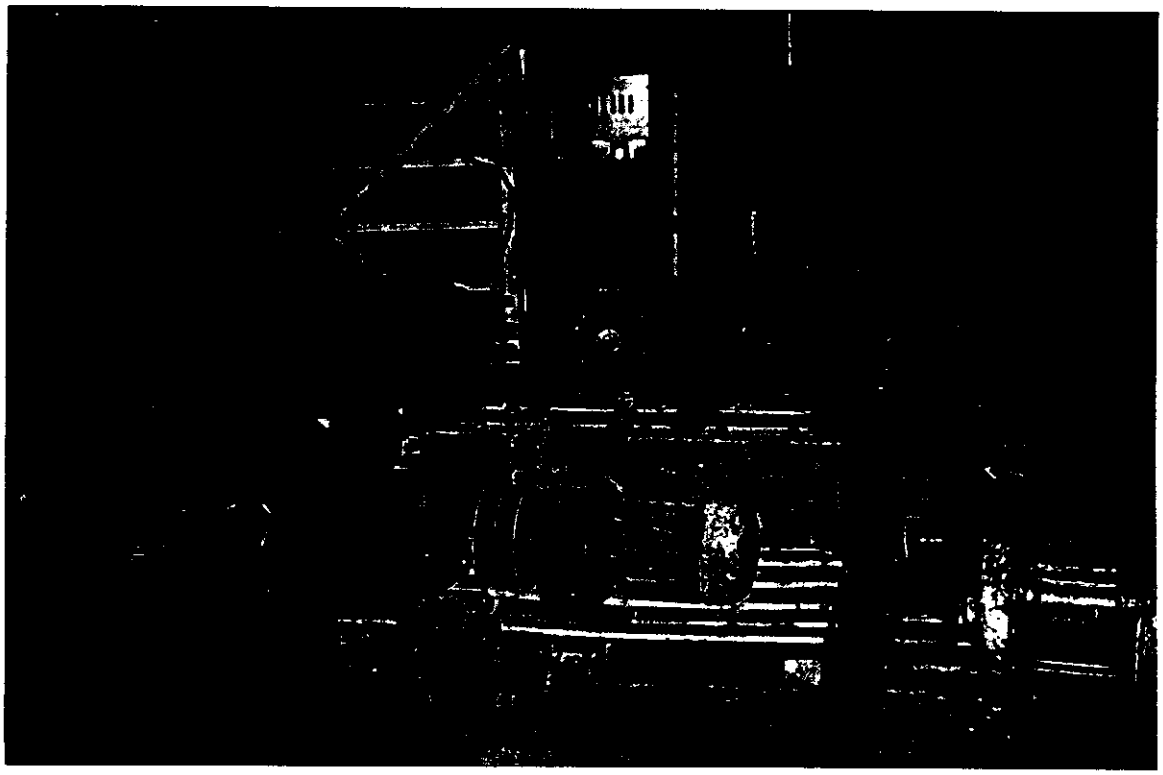


Photo: **FILM No.** 95-169-6-29 **Photographed and inspected December 1995**



Item Name: Electric Starter Cabinet | **Item No.** 164

Condition:

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☐	☐	☐	☐
Repres-entative	☐	☐	☐	☐

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance

Conservation Policy:

Remove to Bay 15 for further assessment.

Policy Implementation:

Relocate to Bay 15.

Maintenance Schedule

Interpretation:

Item Name: Small Electric Motor | **Item No.** 165

Name Plate:

Associated Items:

Individual	☑
Assemblage	☐
Collection	☐
System	☐
Operational Groups	☐

Description: This small electric motor mounted on the base plate with a five belt V-pulley is believed to belong to one of the machines removed from Bay 5.

History: The history of the items is unknown.

Function and Operation: Unknown.

Location: Bay 4 North 2 East

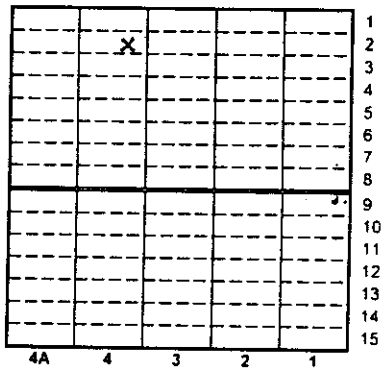
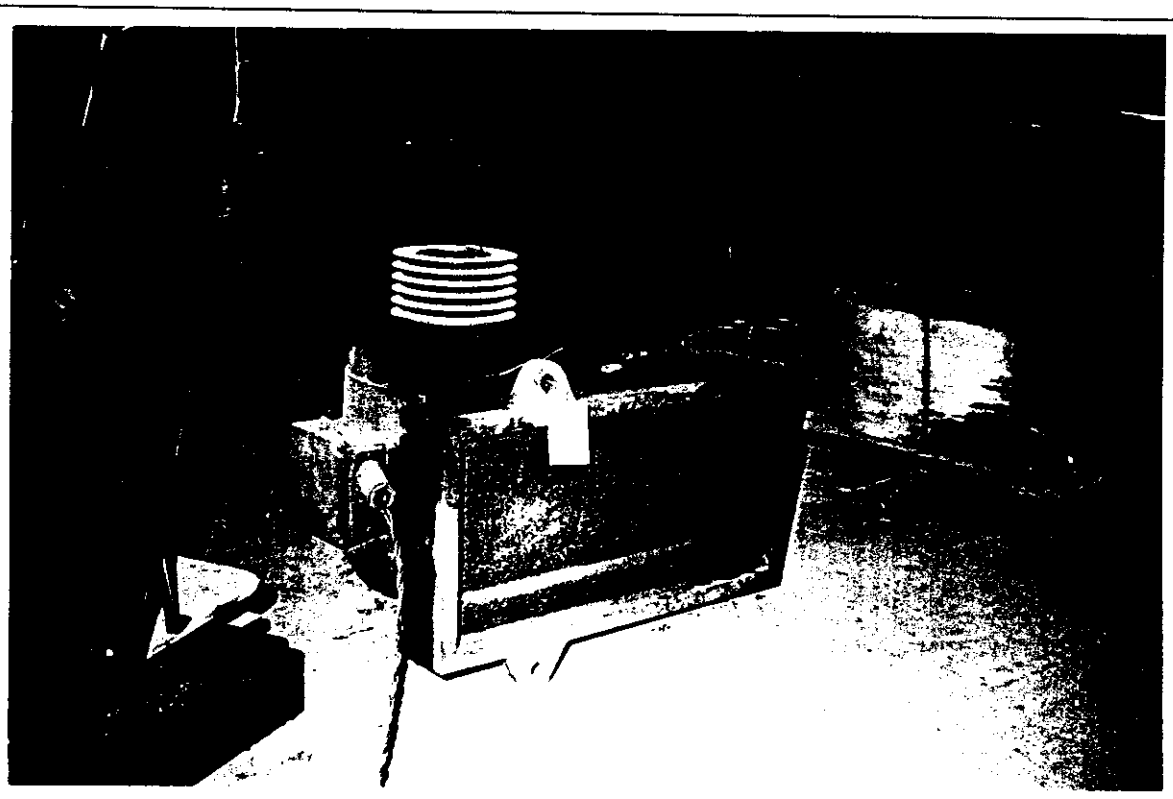


Photo: **FILM No.** 95-169-5-31 **Photographed and inspected December 1995**



Item Name: Electric Motor & Baseplate | **Item No.** 165

Condition:

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☐	☐	☐	☐
Repres-entative	☐	☐	☐	☐

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance

Conservation Policy:

Remove to Bay 15 for further assessment.

Policy Implementation:

Relocate to Bay 15.

Maintenance Schedule

Interpretation:

Item Name: Machine Parts | **Item No.** 166

Name Plate:

Associated Items:

Individual	☑
Assemblage	☐
Collection	☐
System	☐
Operational Groups	☐

Description: Machine parts in this category consists of two layed centres and a large bed bracket.

History: The history of the items is unknown.

Function and Operation: Unknown.

Location: Bay 4 North 2 East

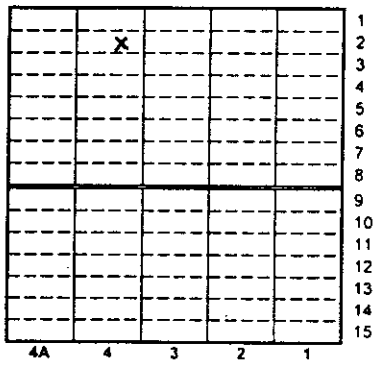


Photo: **FILM No.** 95-169-5-31 **Photographed and inspected December 1995**

Item Name: Machine Parts | **Item No.** 166

Condition:

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☐	☐	☐	☐
Repres-entative	☐	☐	☐	☐

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance

Conservation Policy:

Remove to Bay 15 for further assessment.

Policy Implementation:

Relocate to Bay 15.

Maintenance Schedule

Interpretation:

Item Name: The Centre Lathe | **Item No.** 167

Name Plate:

Associated Items:

Individual	☐	
Assemblage	☐	
Collection	☑	Lathes 38, 107, 109, 131, 141, 167, 168, 200
System	☐	
Operational Groups	☐	

Description: This large machine lathe with its massive cast-iron bed and cast-iron gear cover was one of the last of the traditional type lathes to be produced before the advent of built-in gear changing mechanisms. It is of exceptionally sturdy construction and all operating parts are visible.

History: The lathe was introduced to Bay 10 in 1940 and served most of its life in the machine shop in Bay 10. It was moved to its present location in Bay 4 North when the Workshops closed in 1989.

Function and Operation: The lathe was only operated by fitters and machinists although final year fitters and machinist apprentices are also able to use the lathe under supervision.

Location: Bay 4 North 2 East

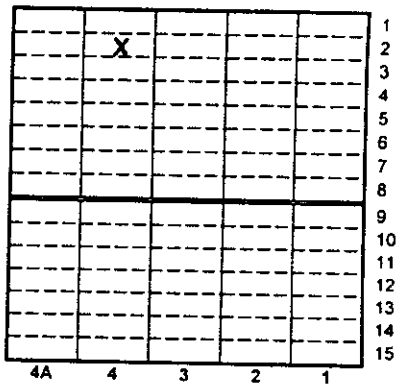
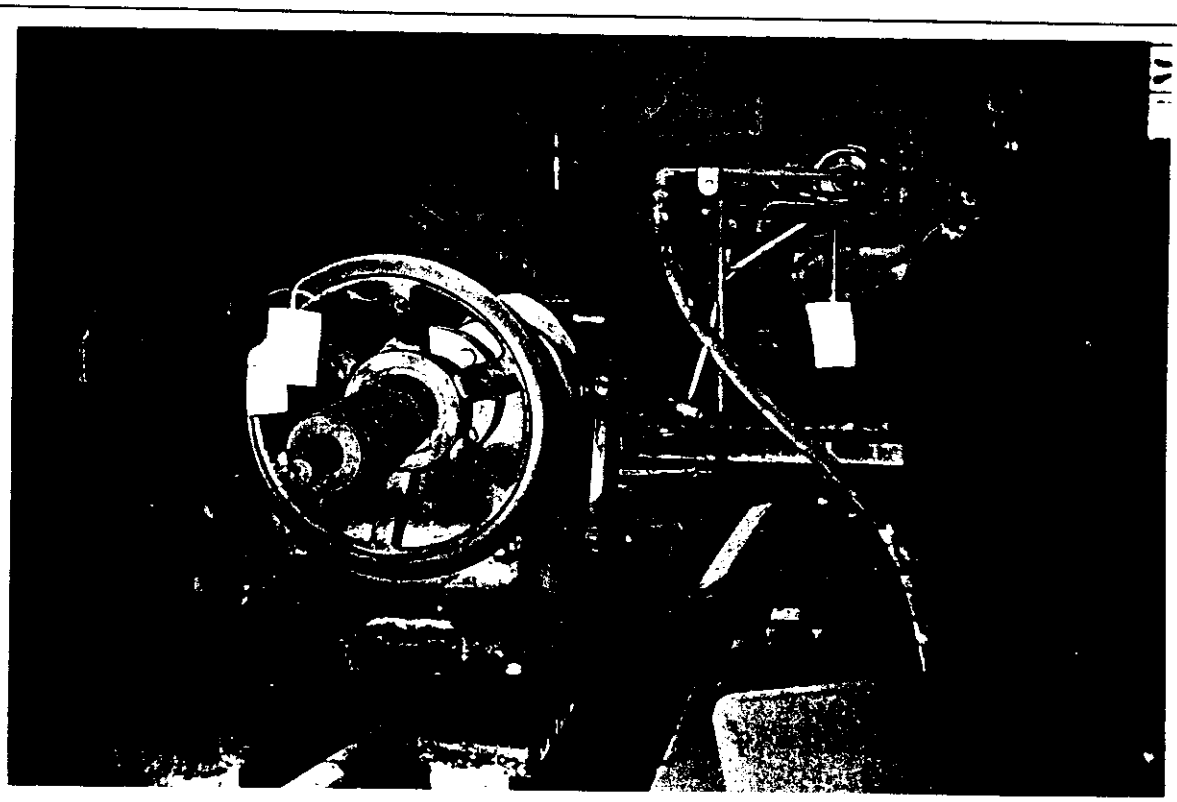


Photo: **FILM No.** 95-167-5-32 **Photographed and inspected December 1995**



Item Name: Centre Lathe Denham | **Item No.** 167

Condition:

In general, the item appears to be in operable condition providing power sources are connected and the item is cleaned, serviced and tested.

The external surface of the item has patches of superficial rust and bare metal.

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☒	☐	☐	☒
Repres-entative	☒	☐	☐	☒

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance: The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for over 45 years. The item is a large, rare, industrial piece exhibiting massive cast-iron construction and which had general engineering application. The item is impressive in size and form and exhibits a unity in its design and detail. The item and its operation is easy to interpret from its existing fabric. The item exhibits a high degree of structural integrity.

Conservation Policy:

The item is to be removed to Bay 10 North and fastened to a bed close to the location of the one from which it was removed and conserved.

Policy Implementation:

All external surfaces are to be cleaned and degreased using appropriate methods. All superficial rust is to be removed or treated. All external surfaces are to be treated with an appropriate sealant such as Shell ENSIS fluid or polycrystalline wax.

Conserve. Relocate to another bay (Bay 10).

Maintenance Schedule

Inspect all external surfaces for rust every 12 months. Where necessary, coat as recommended in the implementation section.

Interpretation:

Item Name: The Axle and Journal Lathe by Craven | **Item No.** 168

Name Plate:

Associated Items:

Individual	☐	
Assemblage	☐	
Collection	☑	Lathes 38, 107, 109, 131, 141, 167, 168, 200
System	☐	
Operational Groups	☐	

Description: An extremely heavy lathe with an integrated motor driving the chuck and tool holder through a complex set of covered gears. Gear changing was achieved by a series of gear levers.

History: The axle and journal lathe was introduced to Bay 9 North in the machine shop in 1956. It was one of the first of the modern types of lathes to be introduced to the workshops.

Function and Operation: The lathe was used for axle turning and burnishing and was one of the more complex specialist lathes used in the machine shop.

Location: Bay 4 North 2 West

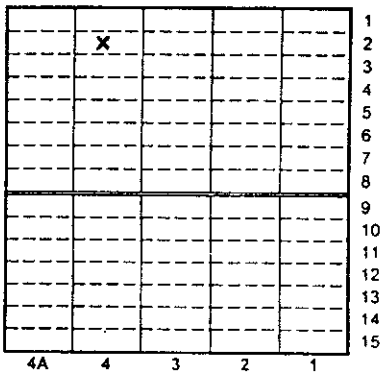
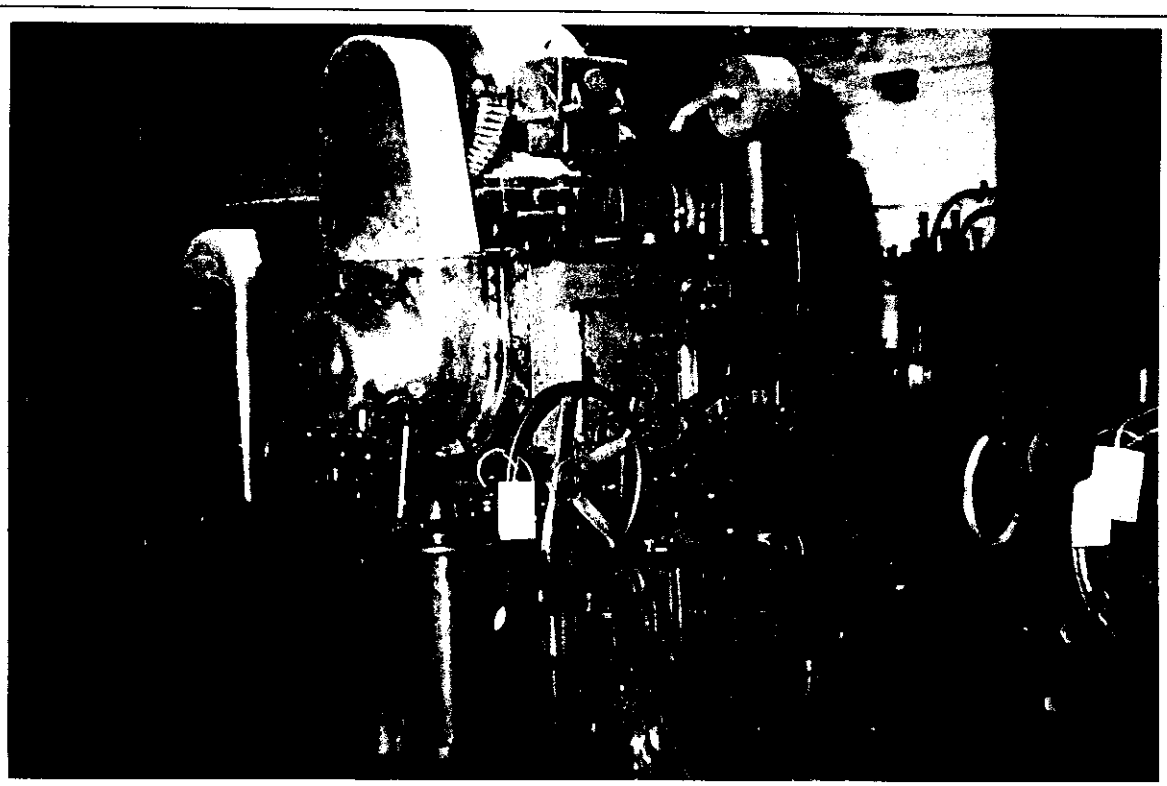


Photo: **FILM No.** 95-169-5-33 **Photographed and inspected December 1995**



Item Name: Craven Axle and Journal Lathe | **Item No.** 168

Condition:

In general, the item appears to be in operable condition providing power sources are connected and the item is cleaned, serviced and tested.

The external surface of the item has patches of superficial rust and bare metal.

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☒	☐	☐	☒
Repres-entative	☒	☐	☐	☒

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance: The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for over 30 years. The item is a large, rare, industrial piece which had general engineering application. The item is impressive in size and form and exhibits a unity in its design and detail. The item and its operation is relatively easy to interpret from its existing fabric. The item exhibits a high degree of structural integrity.

Conservation Policy:

The item is to be removed to Bay 9 North and fastened to a bed close to the location of the one from which it was removed and conserved.

Policy Implementation:

All external surfaces are to be cleaned and degreased using appropriate methods. All superficial rust is to be removed or treated. All external surfaces are to be treated with an appropriate sealant such as Shell ENSIS fluid or polycrystalline wax. All internal surfaces are to be greased and gearbox oil is to be changed. Conserve. Relocate to new bay.

Maintenance Schedule

Inspect all external surfaces for rust every 12 months. Where necessary, coat as recommended in the implementation section.

Interpretation:

Item Name: Planing Machine | **Item No.** 169

Name Plate:

Associated Items:

Individual	☑
Assemblage	☐
Collection	☐
System	☐
Operational Groups	☐

Description: This large variable speed reversing motor drive planer, by John Stirk and Son of Halifax wax used for general planing work form the other bays and from outside the workshops.

History: The planer was introduced to Bay 10 South in 1953 and it was one of several used by the fitters and machinists.

Function and Operation: The planing machine which has a very large cast iron bed was used for general use for levelling and truing. This planer was of typical construction with a horseshoe type bed or ways on which the tool carriage ran. The platten or bed was moved backwards and forwards by means of a spiral gear located at 45^0 to the axis of the planer. The planer was used only by fitters and machinists.

Location: Bay 4 north 2 West

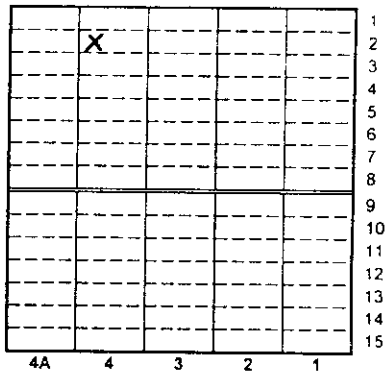
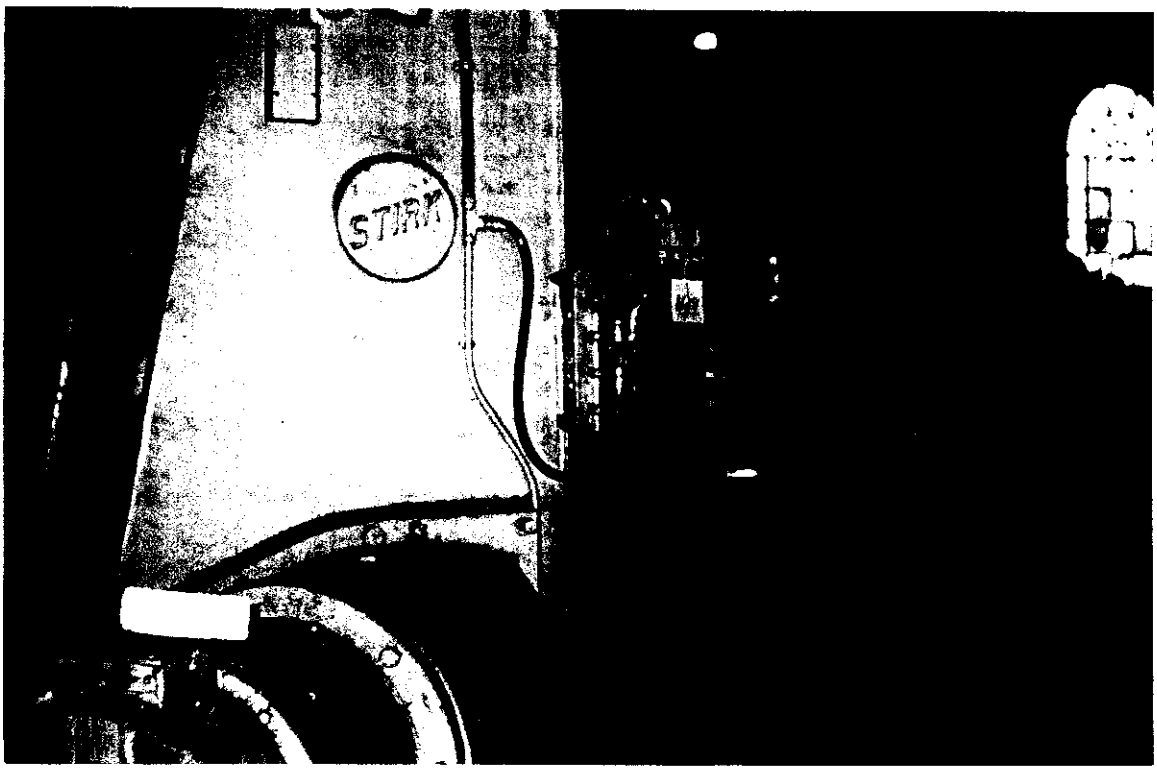


Photo: **FILM No.** 95-169-5-34 **Photographed and inspected December 1995**



Item Name: Planing Machine | **Item No.** 169

Condition:

In general, the item appears to be in operable condition providing power sources are connected and the item is cleaned, serviced and tested.

The external surface of the item has patches of superficial rust and bare metal.

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☒	☐	☐	☒
Repres-entative	☒	☐	☐	☒

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance: The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for over 30 years. The item is a large, rare, industrial piece which had general engineering application. The item is impressive in size and form and exhibits a unity in its design and detail. The item and its operation is relatively easy to interpret from its existing fabric. The item exhibits a high degree of structural integrity.

Conservation Policy:

The item is to be removed to Bay 10 South and fastened to a bed close to the location of the one from which it was removed and conserved.

Policy Implementation:

All external surfaces are to be cleaned and degreased using appropriate methods. All superficial rust is to be removed or treated. All external surfaces are to be treated with an appropriate sealant such as Shell ENSIS fluid or polycrystalline wax. Internal surfaces are to be cleaned and greased.

Conserve. Relocate to new bay. (10 South).

Maintenance Schedule

Inspect all external surfaces for rust every 12 months. Where necessary, coat as recommended in the implementation section.

Interpretation:

Item Name: Electric Motor | **Item No.** 170

Name Plate:

Associated Items:

Individual	☑
Assemblage	☐
Collection	☐
System	☐
Operational Groups	☐

Description: This small electric motor has a five belt V-pulley attached to it.

History: Unknown

Function and Operation: Unknown

Location: Bay 4 North 2-3 West

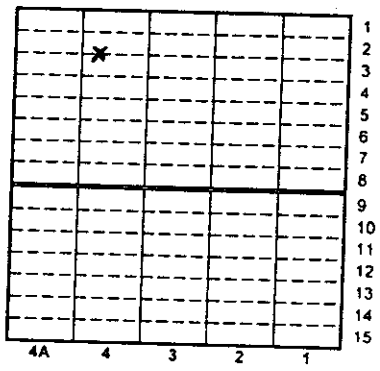
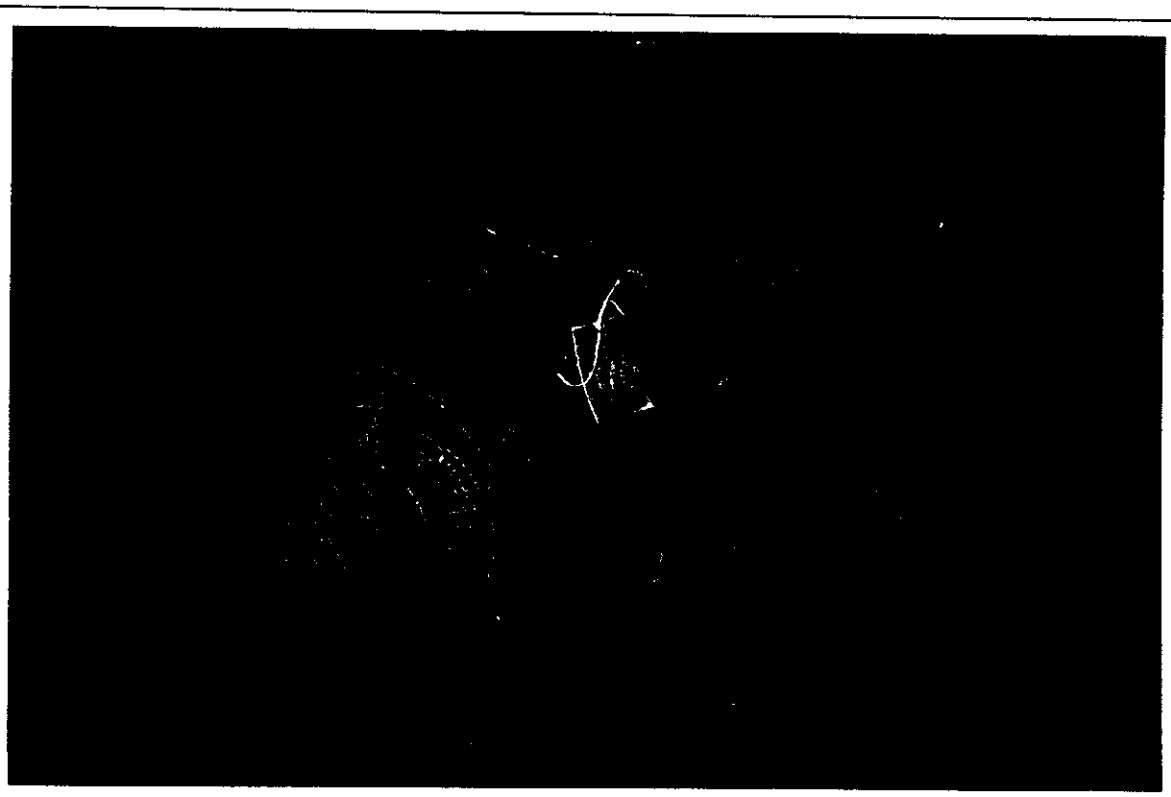


Photo: **FILM No.** 95-169-5-35 **Photographed and inspected December 1995**



Item Name: Electric Motor | **Item No.** 170

Condition:

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☐	☐	☐	☐
Repres-entative	☐	☐	☐	☐

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance

Conservation Policy:

Remove to Bay 15 for further assessment.

Policy Implementation:

Relocate to Bay 15.

Maintenance Schedule

Interpretation:

Item Name: Small Motor Generator | **Item No.** 171

Name Plate:

Associated Items:

Individual	☑
Assemblage	☐
Collection	☐
System	☐
Operational Groups	☐

Description:

History: The history of the item is unknown.

Function and Operation: The location and mode of operation is unknown. This item is to be moved to Bay 15.

Location: Bay 4 North 2 West

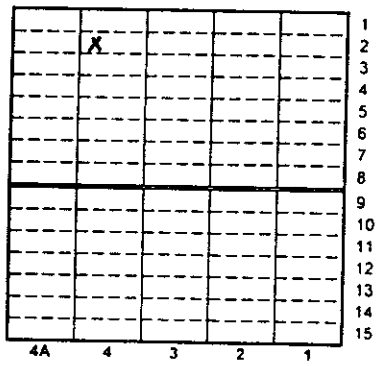
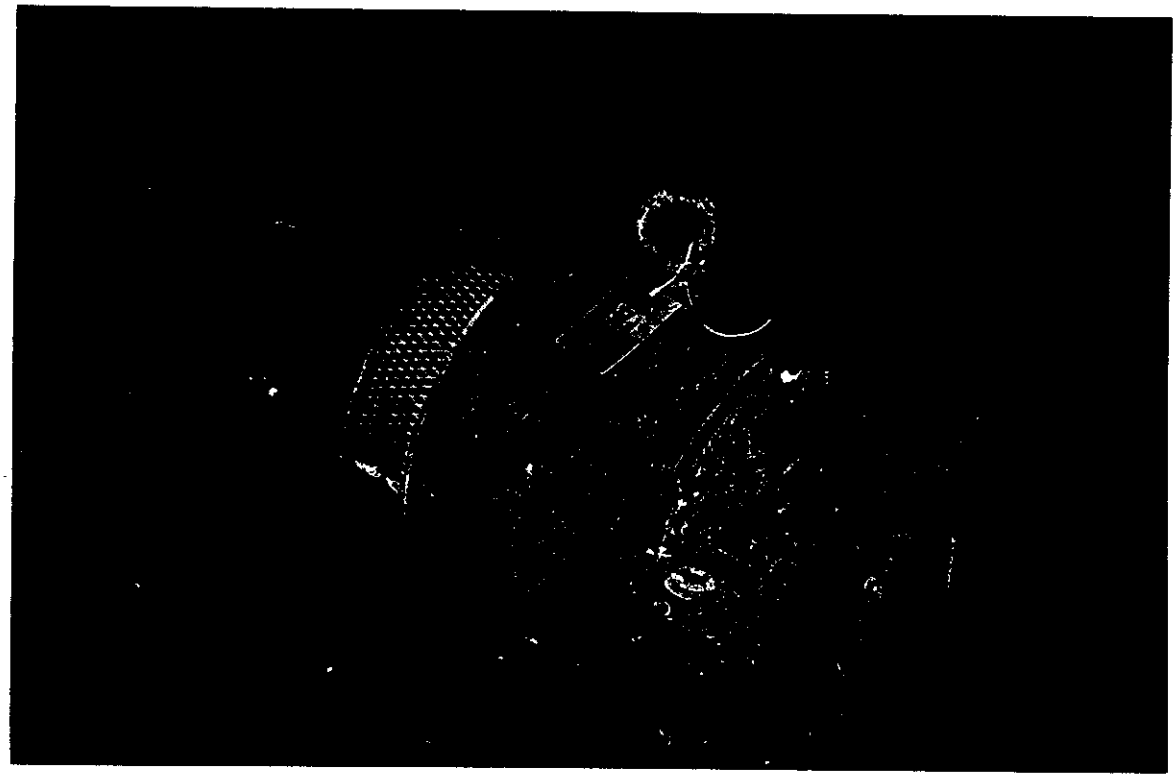


Photo: **FILM No.** 95-169-5-36 **Photographed and inspected December 1995**



Item Name: Motor Generator | **Item No.** 171

Condition:

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☐	☐	☐	☐
Repres-entative	☐	☐	☐	☐

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance

Conservation Policy:

Remove to Bay 15 for further assessment.

Policy Implementation:

Relocate to Bay 15.

Maintenance Schedule

Interpretation:

Item Name: Workbench and Vice | **Item No.** 172

Name Plate:

Associated Items:

Individual	☑
Assemblage	☐
Collection	☐
System	☐
Operational Groups	☑ Spring Shop 123-125, 149-157, 159, 161

Description: This small workbench and vice was used in the setting out of special springs in the Spring Shop.

History: The history of the item is unknown but it was probably located in this workshop since the Spring Shop was established here.

Function and Operation: The workbench and vice functioned as part of a larger workshop operation.

Location: Bay 4 North 3 West

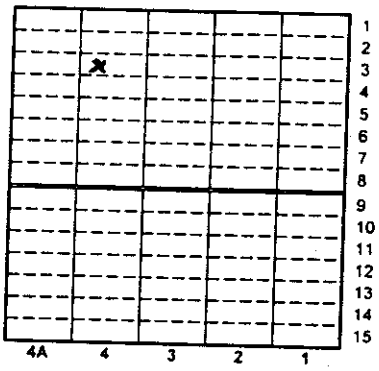
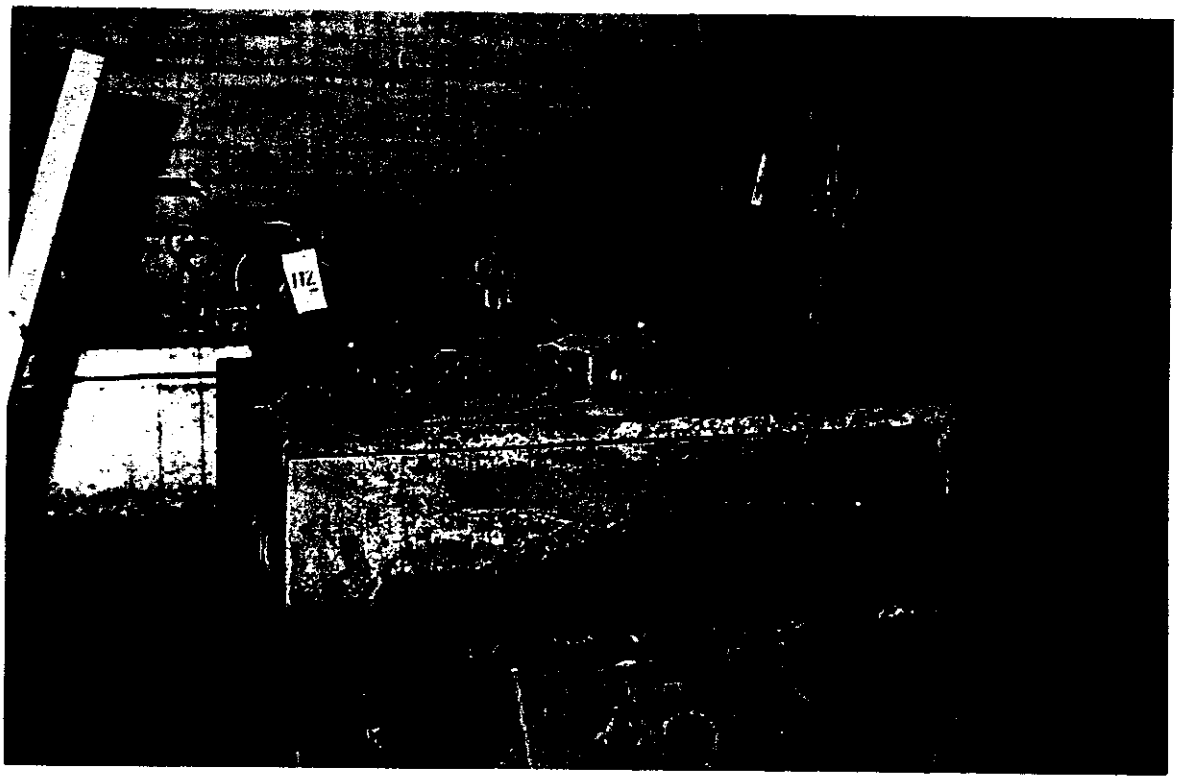


Photo: **FILM No.** 95-169-6-1 **Photographed and inspected December 1995**



Item Name: Work Bench & Vice | **Item No.** 172

Condition:

The item is in good/excellent operating condition.

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☐	☐	☐	☐
Repres-entative	☐	☐	☐	☐

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance

The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for over 20 years. The item is an integral part of the Spring Shop operational group.

Conservation Policy:

The item is to be retained in its present location or close by and be preserved as part of the Spring Shop Operational Group to which it belongs.

Policy Implementation:

All external surfaces are to be cleaned and degreased using appropriate methods. All superficial rust is to be removed or treated. All external surfaces are to be treated with an appropriate sealant such as Shell ENSIS fluid or polycrystalline wax.

Conserve. May reposition in same bay.

Maintenance Schedule

Inspect all external surfaces for rust every 5 years. Where necessary, treat as recommended in the implementation section.

Interpretation:

Item Name: Armatures **Item No.** 173

Name Plate:

Associated Items:

Individual	☑
Assemblage	☐
Collection	☐
System	☐
Operational Groups	☐

Description: These items are to be moved to Chullora for disposal.

History:

Function and Operation:

Location: Bay 4 North 4-5 West

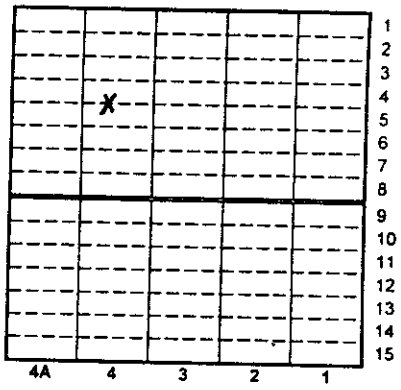
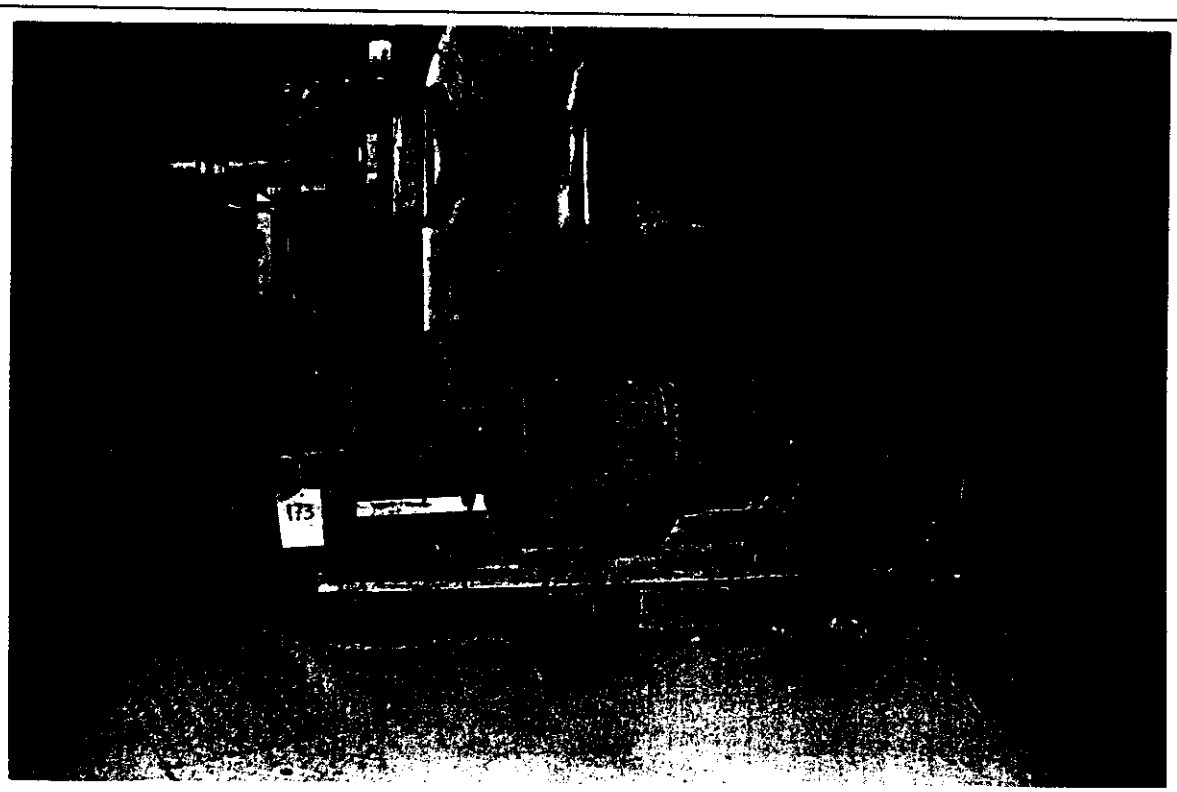


Photo: **FILM No.** 95-169-6-2 **Photographed and inspected December 1995**



Item Name: Armatures | **Item No.** 173

Condition:

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☐	☐	☐	☐
Repres-entative	☐	☐	☐	☐

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance

Conservation Policy:

Scrap

Policy Implementation:

Relocate to a location outside Eveleigh Railway Workshops. Scrap.

Maintenance Schedule

Interpretation:

Item Name: The Grinding Table | **Item No.** 174

Name Plate:

Associated Items:

Individual	☑
Assemblage	☐
Collection	☐
System	☐
Operational Groups	☐

Description: This small grinding table was used in the Spring Shop. It consists of a heavy cast iron pedestal, head and apron all cast in one piece with two relatively small grinding wheels attached to the ends of the single shaft.

History: The item was installed in the Workshop in 1940.

Function and Operation: The Grinding Wheel was used for general small grinding within the Spring Shop.

Location: Bay 4 North 5 West

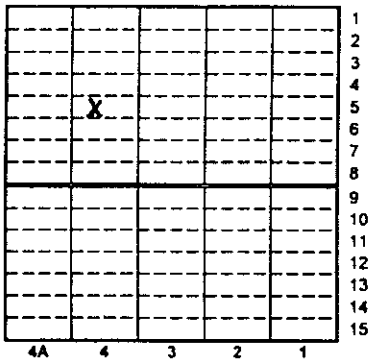
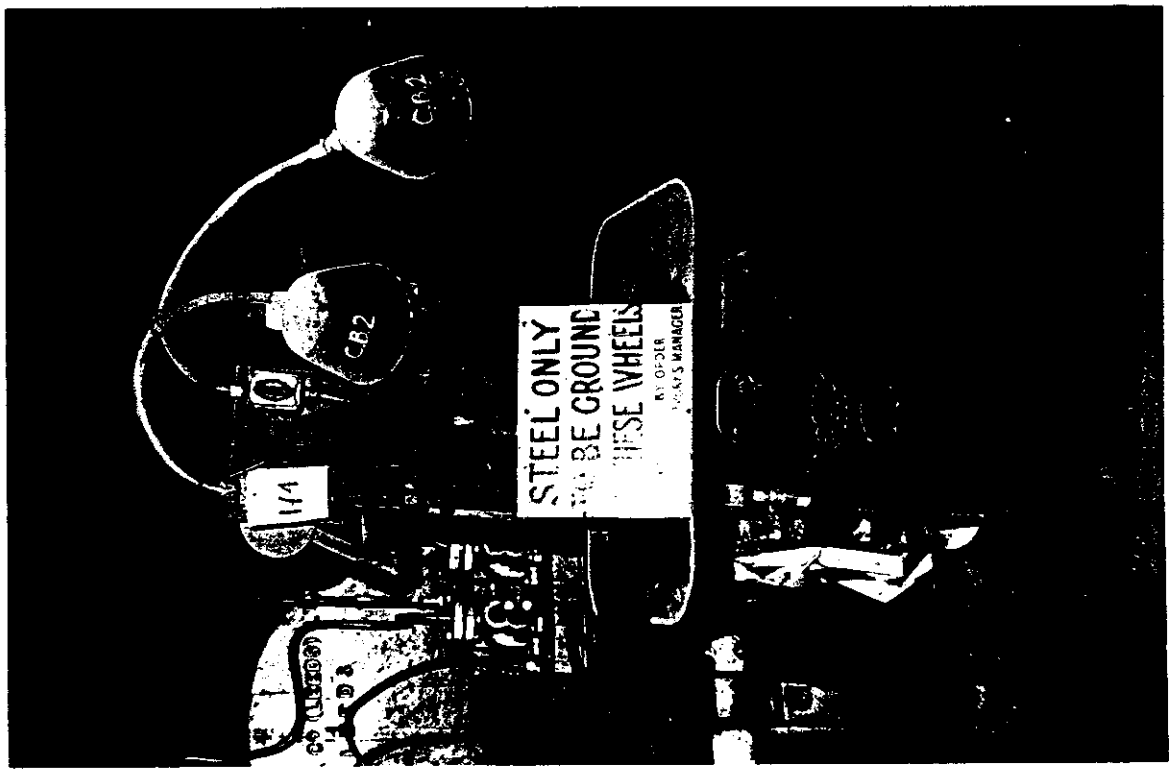


Photo: **FILM No.** 95-169-6-3 **Photographed and inspected December 1995**



Item Name: Grinding Table | **Item No.** 174

Condition:

The item is in good/excellent operating condition.

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☐	☐	☐	☐
Repres-entative	☐	☐	☐	☐

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance: The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for over 40 years. The item has research and education potential for developing an understanding of early engineering practice. The item and its operation is easy to interpret from its existing fabric. The item exhibits a high degree of structural integrity.

Conservation Policy:

The item is to be removed to Bay 10 North or Bay 2 South and fastened to a bed close to the location of the one from which it was removed and conserved.

The item is to be preserved by being cleaned, serviced and maintained according to the implementation and maintenance schedules given below.

Policy Implementation:

All external surfaces are to be cleaned and degreased using appropriate methods. All superficial rust is to be removed or treated. All external surfaces are to be treated with an appropriate sealant such as Shell ENSIS fluid or polycrystalline wax. All operating surfaces exhibiting a normally bright finish should be suitably polished and coated with an appropriate sealant such as Shell ENSIS fluid or a polycrystalline wax. All moving parts of electric motors are to be covered to prevent ingress of dust. Conserve. Relocate to another bay. (Bay 2 or 10).

Maintenance Schedule

Inspect all external surfaces for rust every 12 months. Where necessary, coat as recommended in the implementation section.

Every 5 years internal surfaces should be inspected for rust. Any rust or oxidation product must be treated suitably by being removed and coated with an inhibitor and sealant.

Interpretation:

Item Name: Electric Motor | **Item No.** 175

Name Plate:

Associated Items:

Individual	☑
Assemblage	☐
Collection	☐
System	☐
Operational Groups	☐

Description: This item which bears no name plate is to be moved to Bay 15 for storage and further assessment.

History:

Function and Operation:

Location: Bay 4 North 6 West

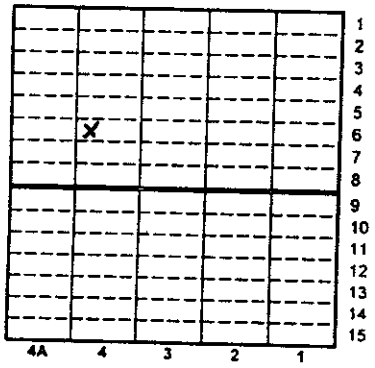


Photo: **FILM No.** 95-169-6-4 **Photographed and inspected December 1995**

Item Name: Electric Motor | **Item No.** 175

Condition:

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☐	☐	☐	☐
Repres-entative	☐	☐	☐	☐

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance

Conservation Policy:

Remove to Bay 15 for further assessment.

Policy Implementation:

Relocate to Bay 15.

Maintenance Schedule

Interpretation:

Item Name: Electric Motor and Parts **Item No.** 176

Name Plate:

Associated Items:

Individual	☑
Assemblage	☐
Collection	☐
System	☐
Operational Groups	☐

Description: This small electric motor formerly flexibly coupled to a machine is of considerable age. The motor and the assembled parts are of unknown providence. These items should be:

1. moved to Chullora for disposal;
2. moved to Bay 15 for further assessment.

History:

Function and Operation:

Location: Bay 4 North 6 West

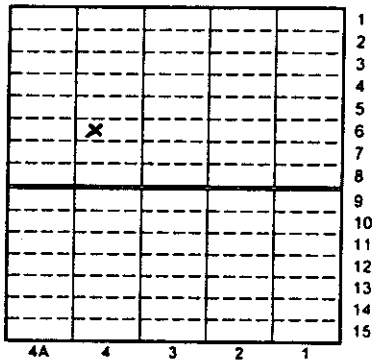


Photo: **FILM No.** 95-169-6-5 **Photographed and inspected December 1995**

Item Name: Electric Motor and Parts | **Item No.** 176

Condition:

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	❑	❑	❑	❑
Repres-entative	❑	❑	❑	❑

State Historical Themes:

Category ❑ Moveable Item ❑ Industrial Relic

Themes
- ❑ 13 Transport
- ❑ 15 Utilities
- ❑ 16 Industry
- ❑ 18 Technology
- ❑ 20 Government Administration

Statement of Significance

Conservation Policy:

Remove to Bay 15 for further assessment.

Policy Implementation:

Relocate to Bay 15.

Maintenance Schedule

Interpretation:

Item Name: The Single Bed Vertical Borer with Dual Heads | **Item No.** 177

Name Plate:

Associated Items:

Individual	☑
Assemblage	☐
Collection	☐
System	☐
Operational Groups	☐

Description: This large machine which is in excess of three metres long, two metres wide and almost four metres high is a very large vertical boring machine. The material for turning, or boring, is set up on a large horizontal chuck and the two tool holders which can be used to cut work in tandem or to carry out different operations on either side of the object being turned, can also be set to cut at an angle. This tapered setting, along with the extraordinarily robust construction made this a most versatile machine tool.

History: The Single Bed Vertical Borer by Richards was installed in Bay 9, the machine shop in 1955. It remained here until it was moved to Bay 4 after the closure of the Workshops in 1899.

Function and Operation: The Borer was used on a wide range of cylinders and general work for both steam and diesel locomotives.

Location: Bay 4 North 6 West

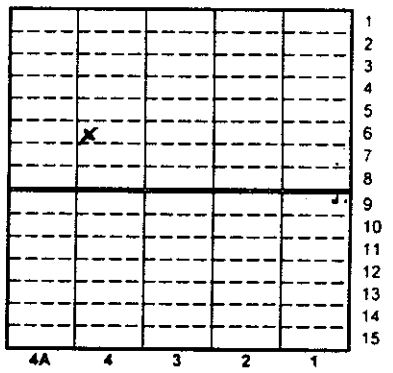
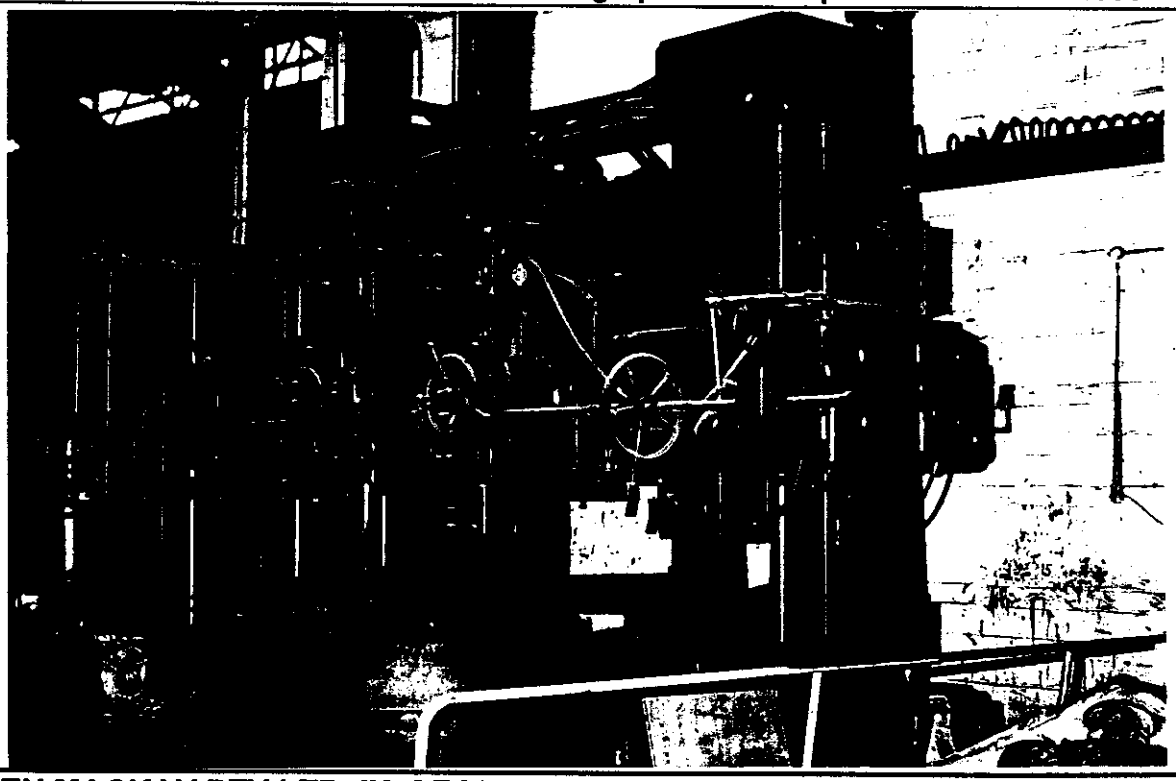


Photo: **FILM No.** 95-169-6-6 **Photographed and inspected December 1995**



Item Name: Single Bed Vertical Borer with Dual Heads | **Item No.** 177

Condition:

In general, the item appears to be in operable condition providing power sources are connected and the item is cleaned, serviced and tested.

The external surface of the item has patches of superficial rust and bare metal.

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☒	☐	☐	☒
Repres-entative	☒	☐	☐	☒

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance: The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for over 30 years. The item is a large, rare, industrial piece exhibiting cast-iron construction and which had general engineering application. The item is impressive in size and form and exhibits a unity in its design and detail. The item and its operation is easy to interpret from its existing fabric. The item exhibits a high degree of structural integrity.

Conservation Policy:

The item is to be removed to Bay 9 North and fastened to a bed close to the location of the one from which it was removed and conserved.

Policy Implementation:

All external surfaces are to be cleaned and degreased using appropriate methods. All superficial rust is to be removed or treated. All external surfaces are to be treated with an appropriate sealant such as Shell ENSIS fluid or polycrystalline wax. All internal surfaces to be cleaned and greased. All gearbox oil changed. Conserve. Relocate to new bay (9N).

Maintenance Schedule

Inspect all external surfaces for rust every 12 months. Where necessary, coat as recommended in the implementation section.

Interpretation:

Item Name: Rectifier | **Item No.** 178

Name Plate:

Associated Items:

Individual	☑
Assemblage	☐
Collection	☐
System	☐
Operational Groups	☐

Description: This large mercury arc rectifier moved to Bay 15 for further assessment.

History:

Function and Operation:

Location: Bay 4 North 6-7 West

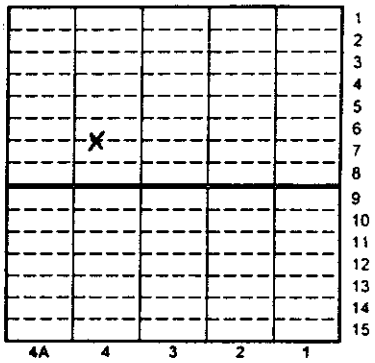
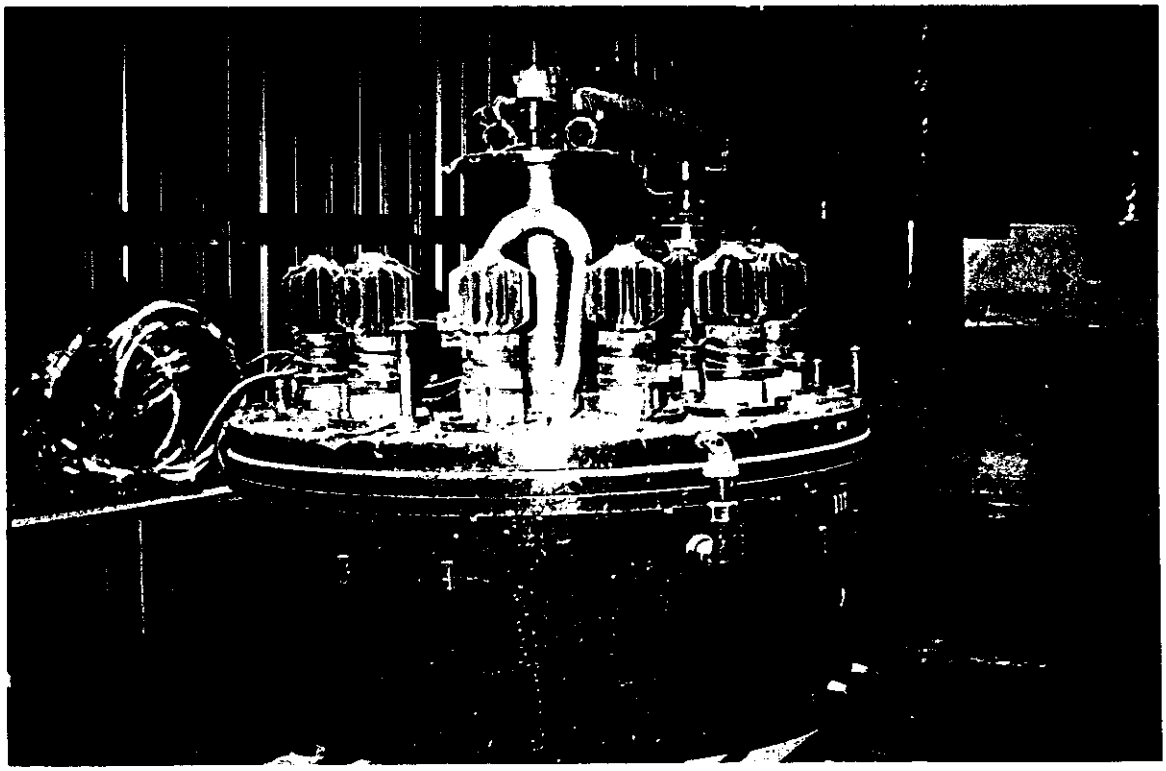


Photo: **FILM No.** 95-169-6-7 **Photographed and inspected December 1995**



Item Name: Rectifier | **Item No.** 178

Condition:

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☐	☐	☐	☐
Repres-entative	☐	☐	☐	☐

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance

Conservation Policy:

Remove to Bay 15 for further assessment.

Policy Implementation:

Relocate to Bay 15.

Maintenance Schedule

Interpretation:

Item Name: The Pneumatic Gap Riveter	**Item No.** 179

Name Plate:

Associated Items:

Individual	❑
Assemblage	❑
Collection	❑
System	❑
Operational Groups	❑

Description: This riveter was used in conjunction with boiler making and spring making technologies. The gap riveter itself was placed over the items to be riveted and pressure to the dollies was applied through a pneumatic hydraulic hose.

History: The item was established in the workshops in 1946. It is not known where it was located originally or when it was placed in this location.

Function and Operation: N/A	**Location:** Bay 4 North

Photo: **FILM No.** 95-169-6-8 **Photographed and inspected December 1995**

Item Name: Pneumatic Gap Riveter | **Item No.** 179

Condition:

In general, the item appears to be in operable condition providing power sources are connected and the item is cleaned, serviced and tested. The external surface of the item has patches of superficial rust and bare metal. The painted surface of the item is deteriorating.

Significance Matrix

	Historical	Aesthetic	Social	Technology/ Research Potential
Rare	☐	☐	☐	☐
Repres-entative	☒	☐	☐	☒

State Historical Themes:

Category ☐ Moveable Item ☐ Industrial Relic

Themes
- ☐ 13 Transport
- ☐ 15 Utilities
- ☐ 16 Industry
- ☐ 18 Technology
- ☐ 20 Government Administration

Statement of Significance

The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for over 40 years. The item and its operation is easy to interpret from its existing fabric. The item exhibits a high degree of structural integrity.

Conservation Policy:

The item is to be retained in its present location and be preserved as part of the Riveting system to which it belongs.

The item is to be preserved by being cleaned, serviced and maintained according to the implementation and maintenance schedules given below.

Policy Implementation:

All external surfaces are to be cleaned and degreased using appropriate methods. All superficial rust is to be removed or treated. All external surfaces are to be treated with an appropriate sealant such as Shell ENSIS fluid or polycrystalline wax. Conserve in situ.

Maintenance Schedule

Inspect all external surfaces for rust every 12 months. Where necessary, coat as recommended in the implementation section.

Interpretation: