GODDEN
MACKAY

BAY 4 NORTH
4A

Item Name: Height Setting Tables | **Item No.** 205A-C

Name Plate:

Associated Items:

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

Description: A large table with timber frame and two timber shelves beneath a cast iron setting out surface.

History: The history of the item is unknown but is certainly pre-World War 1.

Function and Operation: Used for Spring Shop fitters for setting out springs.

Location: Bay 4A North

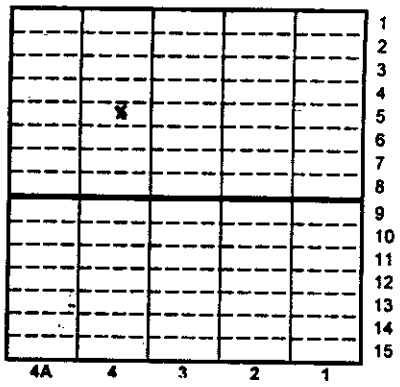
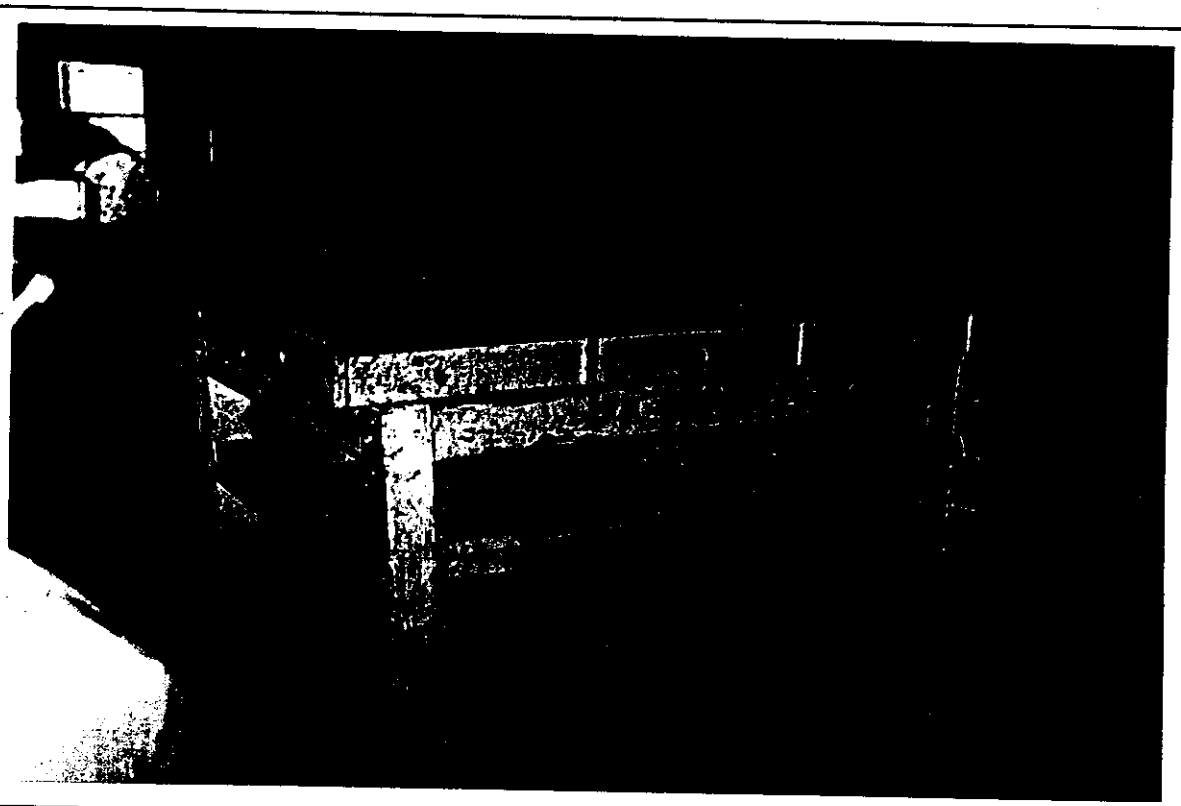


Photo: **FILM No.** No Number **Photographed and inspected December 1995**



Item Name: Height Setting Tables | **Item No.**205a-c

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 50 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:

GODDEN
MACKAY

OTHERS

Item Name: De Burgue Electric Shears | **Item No.** 206

Name Plate: N/A

Associated Items:

Individual ☑
Assemblage ☐
System ☐
Collection ☐

Description: The De Burgue Electric Shears are massive cast-iron framed shears which operate at low speed. The item is driven by a small electric motor through a gear box and a very large driving gear which is meshed with the cam shaft of the shears. The item is equipped with its own Jib Crane and has its own jig for determining the length of the material to be cut. The shears can cut metal in excess of 50mm sections.

History: The item was installed prior to World War I. The rest of its history is unknown.

Function and Operation: The electric motor is started and the shears operated at low speed. This allowed stock to be fed through the jaws to the stock and cut to length.

Location: Bay 1 South Exterior

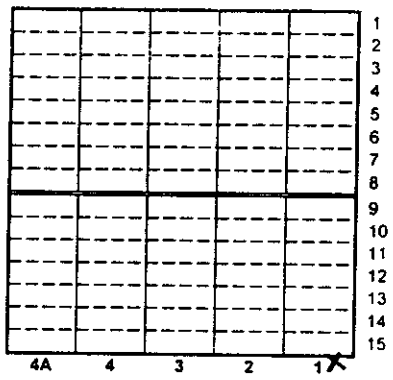
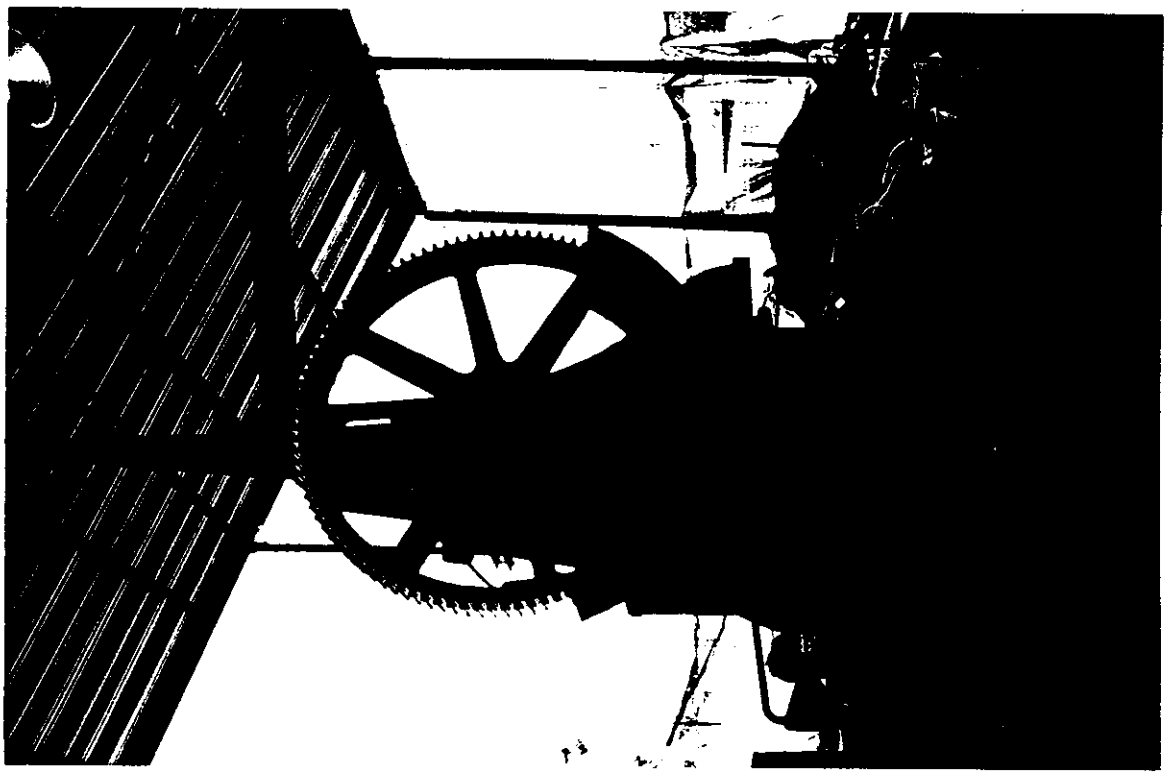


Photo: **FILM No.** **Photographed and inspected December 1995**



Item Name: De Burgue Electric Shears | **Item No.** 206

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 90 years. The item is a large, rare, industrial piece exhibiting massive cast-iron construction and which had general engineering application. 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 retained in its present location and be preserved as part of the punch assemblage and the shear and punch collection. The item is to be reconnected to its power source and made operational. 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 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. Inspect for physical damage and deterioration every 12 months and implement repair as necessary.

Interpretation:

Item Name: Overhead Crane | **Item No.** 207

Name Plate: N/A

Associated Items:

Individual	☐	
Assemblage	☑	Davy Press 1-24, 207
Collection	☐	
System	☐	
Operational Groups	☐	

Description: This crane consists of twin plate girder beams which taper towards the end. It was made by Craven Brothers and was probably located in another bay within the workshops. It would appear that the crane was originally driven by continuous rope, powered by a steam engine at one end of the workshop and later converted to electric power. This crane was mounted in this position, probably in 1926 and was dedicated to the operation of the Davy Press. The crane rail beams on the eastern and western side have been attached to new columns formed from high universal section steel.

History: The crane is of some considerable age and has been moved to this position from some other area of the workshop. It has been converted probably from rope drive to electric power. The crane was placed in this position probably prior to the Davy Press being installed so that it could assist with the installation of the Davy and possibly the removal of other items which were installed here previously.

Function and Operation: The crane is operated from a small cab which is suspended beneath the crane beams. The cab holds three motor controllers, one for each of the motors on the crane. These motors power the longitudinal movement of the crane, transverse movement of the crane carriage and of the crane hoisting cable.

Location: Bay 1 North 8 West

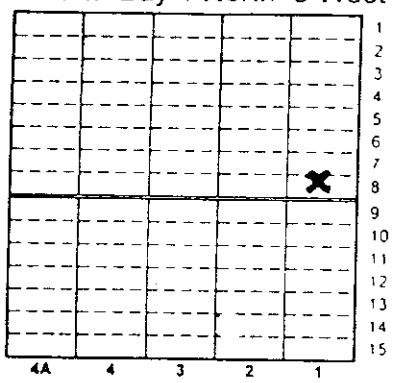


Photo: **FILM No.** No Number **Photographed and inspected December 1995**

Item Name: Overhead Electric Travelling Crane | **Item No.** 207

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 90 years. The item is an integral part of the Davy assemblage. The item is impressive in size and form and exhibits a unity in its design and detail. 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 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 Davy assemblage and overhead crane collection to which it belongs. The item is to be reconnected to its power source and made operational. 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 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.

Interpretation:

Item Name: Wheel Shop Crane | **Item No.** 208

Name Plate: No nameplate. Following marks: Henry Berry and Co. Leeds, SWL 7 TONNE, Class 3 LC40

Associated Items:

Individual	☐	
Assemblage	☐	
Collection	☐	
System	☐	
Operational Groups	☑	Wheel Pressing 208, 209, 210, 211

Description: The crane consists of a heavy cast-iron pedestal which supports a large ring gear and a vertical king post. Suspended from the king posts is a rotatable crane assembly which consists of a horizontal jib, a vertical mast surrounding the king post, a pair of diagonal braces and a heavy counter weight. The operators cabin is also suspended from the king post. Mounted on the crane assembly are three electric motors, drive chains and rope tackle to enable loads to be hoisted, traversed or slewed.

History: The crane was installed in the wheel press shop in 1917 or 1918. It operated continuously from that time until its decommissioning in 1988. It was then dismantled and moved to Bay 4A for storage.

Function and Operation: The cranes were installed to lift and maneouvre bogies or bogy sets and individual wheels over the wheel press itself and onto the ring machine. The crane was operated by the crane driver using three motor controllers located within the cabin.

Location: Bay 4A North 3 West

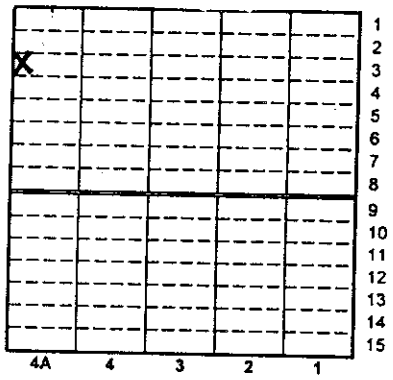
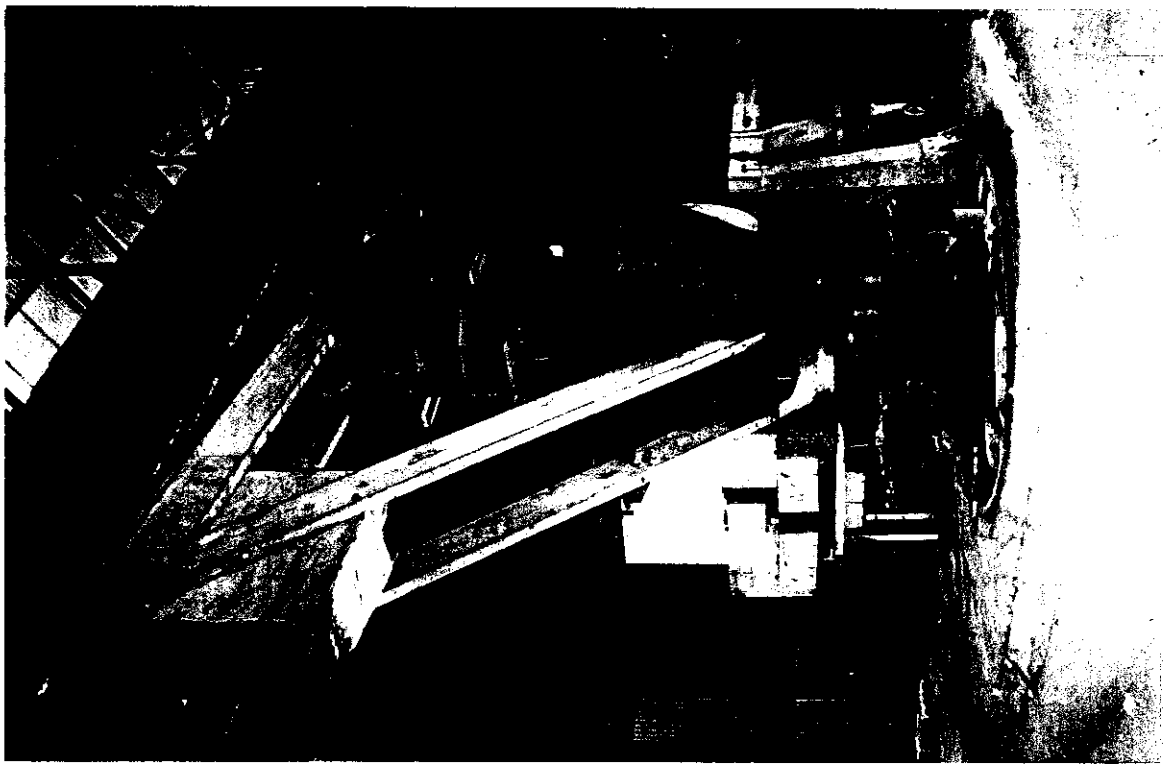


Photo: **FILM No.** 93-169-1-20 **Photographed 1993. Inspected December 1995**



Item Name: Wheel Shop Crane | **Item No.** 208

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 70 years. The item is an integral part of the Wheel Shop operational group. The item is an integral part of the Wheel Press Shop. The item represents former manufacturing technologies now rarely evident in operating workshops. The item is impressive in size and form and exhibits a unity in its design and detail. 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 exhibits a high degree of structural integrity.

Conservation Policy: The item is to be preserved by being cleaned, reassembled, serviced and maintained according to the schedule 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. Grease as appropriate.

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

Conserve. Relocate in new bay or externally.

Maintenance Schedule

Inspect every 3 years.

Interpretation:

Item Name: Wheel Shop Crane | **Item No.** 209

Name Plate: No nameplate. Following marks: Henry Berry and Co. Leeds, SWL 7 TONNE, Class 3 LC41

Associated Items:

Individual	☐	
Assemblage	☐	
Collection	☐	
System	☐	
Operational Groups	☑	Wheel Pressing 208, 209, 210, 211

Description: The crane consists of a heavy cast-iron pedestal which supports a large ring gear and a vertical king post. Suspended from the king posts is a rotatable crane assembly which consists of a horizontal jib, a vertical mast surrounding the king post, a pair of diagonal braces and a heavy counter weight. The operators cabin is also suspended fro the king post. Mounted on the crane assembly are three electric motors, drive chains and rope tackle to enable loads to be hoisted, traversed or slewed.

History: The crane was installed in the wheel press shop in 1917 or 1918. It operated continuously from that time until its decommissioning in 1988.

Function and Operation: The cranes were installed to lift and maneouvre bogies or bogy sets and individual wheels over the wheel press itself and onto the ring machine. The crane was operated by the crane driver using three motor controllers located within the cabin.

Location: Bay 4A North 6-7 West

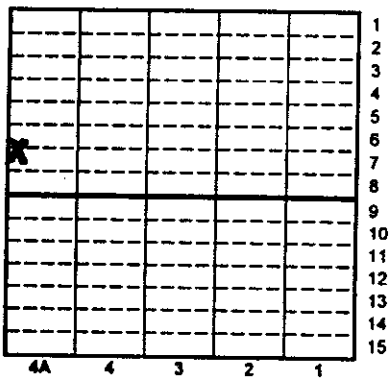


Photo: **FILM No.** 93-169-3-8A **Photographed and inspected December 1995**

Item Name: Wheel Shop Crane | **Item No.** 209

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 70 years. The item is an integral part of the Wheel Shop operational group. The item is an integral part of the Wheel Press Shop. The item represents former manufacturing technologies now rarely evident in operating workshops. The item is impressive in size and form and exhibits a unity in its design and detail. 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 exhibits a high degree of structural integrity.

Conservation Policy: The item is to be preserved by being cleaned, reassembled, serviced and maintained according to the schedule 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. Grease as appropriate.

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

Conserve. Relocate to new bay.

Maintenance Schedule

Inspect every 3 years.

Interpretation:

Item Name: The Flange Press | **Item No.** 210

Name Plate: B & S Massey Ltd Manchester, England. NSWTD HT 3753 SO.

Associated Items:

Individual	☐	
Assemblage	☐	
Collection	☐	
System	☐	
Operational Groups	☑	Wheel Pressing 208, 209, 210, 211

Description: The Press consists of an upright chassi housing a drive mechanism and hydraulics and a set of horizontal wheel support arms near the floor level. The chassi is 1240mm long, 830mm wide and stand 1460 mm high. The chassi is in two sections, comprising a hollow base 1330 high of cast iron or cast steel with a wall thickness of 40mm and a ferrous cap 160mm high. The machine itself is complex and each one of the parts of the machine consists of several items.

History: This Flange Press or Rim Press was originally located at Chullora Workshops and was transferred to Eveleigh in 1965. Its construction and mode of operation indicates that it was manufactured prior to World War I.

Function and Operation: The Flange Press was specifically designed to lock rims onto the wheel centre. It is believed a circlip was placed into a recess on the outer edge of the wheel and the edge of the rim was rolled over this circlip to retain it. None of the informants interviewed had seen the Flange Press in operation.

Location: Bay 4 North 3-4 East

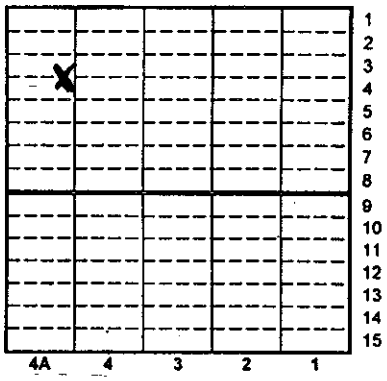


Photo: **FILM No.** 93-169-1-8 **Photographed and inspected December 1995**

Item Name: The Flange Press | **Item No.** 210

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 20 years. The item is an integral part of the Wheel Press shop operational group. The item is a large, rare, industrial piece exhibiting massive cast-iron construction and which had general engineering application. 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 exhibits a high degree of structural integrity.

Conservation Policy:

The item may be displayed internally in any location except Bays 1-4a. 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 and internal 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. Displayed internally in any location except Bays 1-4A.

Maintenance Schedule

Inspect all external surfaces for rust every 3 years. Where necessary, treat as recommended in the implementation section.

Interpretation:

Item Name: The Wheel Press **Item No.** 211

Name Plate: Fielding and Platt Ltd, Gloucestor, England. There were no other readily observable markings.

Associated Items:

Individual	❑
Assemblage	❑
Collection	❑
System	❑
Operational Groups	❑ Wheel Pressing 208, 209, 210, 211

Description: The Wheel Press consists of a massive vertical frame, the horizontal bars of which support a hydraulic ram and a massive cast steel retaining bar which held the axle of bogey assemblies, the wheels of which were to be removed or pressed on. The Wheel Press is almost 6 metres long, 3 metres high and about 1 metre wide. Its mass is estimated at 10 tonne.

History: The item was installed in the Wheel Press Shop in 1917. It has remained in that position and was used until about 1986. A new Wheel Press was located in Bay 9 of the Workshops and this press was used only on certain occassions.

Function and Operation: The Wheel Press was used to press newly tired wheels or new wheels onto axles. It was also used to remove wheels from axles for re-tiring or repair. The bogey assembley, or axle, was placed in grooves in the support mechanism and the wheel was pushed on or taken off by hydraulic pressure generated by the Wheel Press itself.

Location: Bay 4A North 2 West

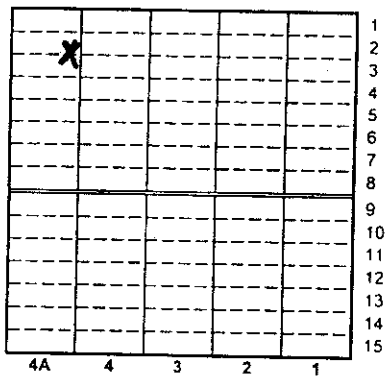
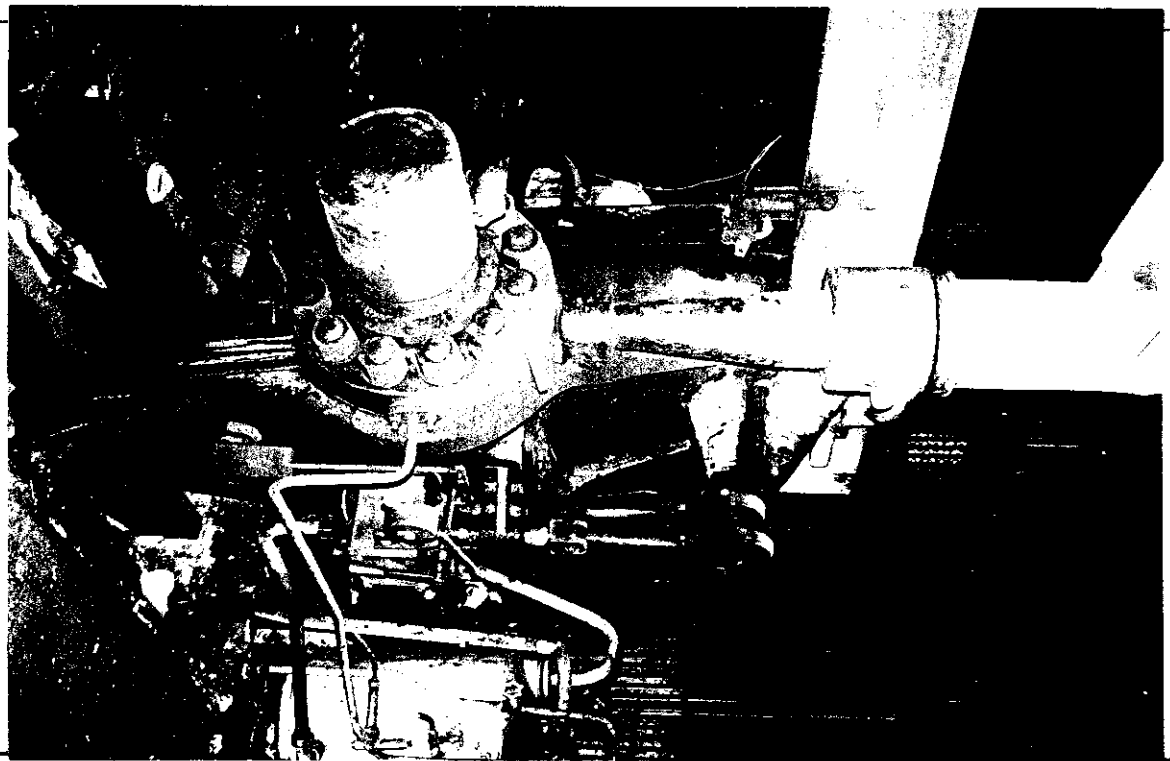


Photo: **FILM No.** 93-169-1-10 **Photographed and inspected December 1995**



Item Name: The Wheel Press | **Item No.** 211

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 50 years. The item is a large, rare, industrial piece exhibiting massive cast-iron construction and which had general engineering application. 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 is significant to a large number of former workers and members of special interest societies. The item and its operation is easy to interpret from its existing fabric.

Conservation Policy:

The item is to be relocated to any Bay beside 4A and preserved according to the Schedule 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 moving parts of electric motors are to be covered to prevent ingress of dust.

Relocate to any Bay beside 4A.

Maintenance Schedule

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

Interpretation:

Item Name: Hydraulic Pipe Bender | **Item No.** 212

Name Plate:

Associated Items:

Individual	❑
Assemblage	❑
Collection	❑
System	❑
Operational Groups	❑

Description: The Hydraulic Pipe Bender consists of a truly massive cast-iron bed which can best be described as over-designed. It has a hydraulic ram which is fitted with a return valve. There are two large rotating mandrels, dies in which the pipe is pressed.

History: There is no information on the history of this item.

Function and Operation: The item was operated by the plumbers and coppersmiths. A pipe to be bent was placed between the dies and a specially shaped mandril. In some cases the mandrel was made from a block of oregon. The hydraulic was allowed into the ram by means of a lever and the mandrel moved onto the pipe which was supported against the dies and was bent through the desired angle. The bent pipes were used for a wide variety of functions throughout the workshop.

Location: Bay 4A North 5-6 East

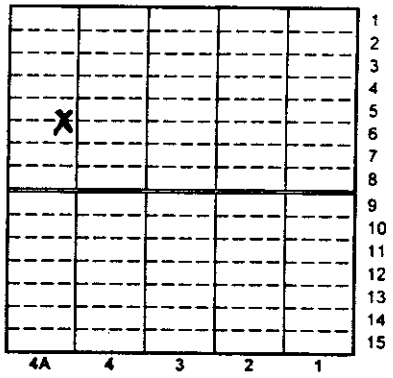
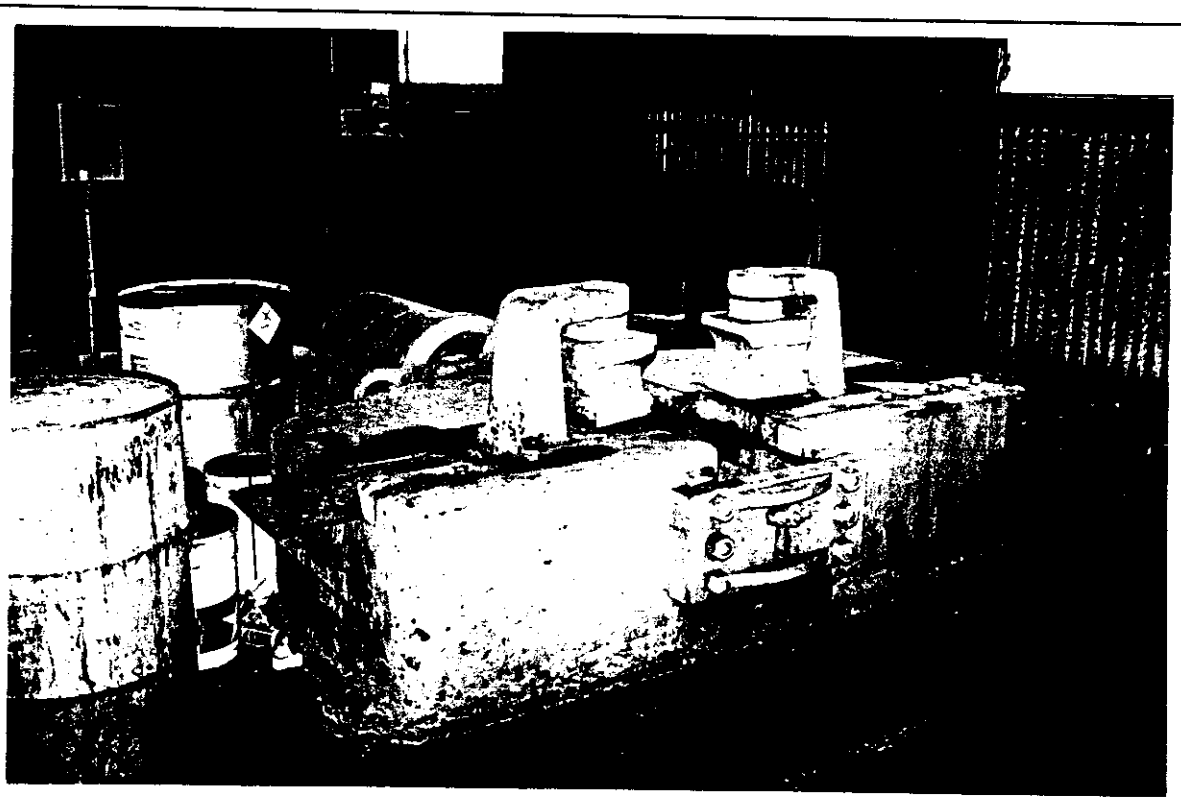


Photo: **FILM No.** 93-169-1-1 **Photographed and inspected December 1995**



Item Name: Hydraulic Pipe Bender | **Item No.** 212

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 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 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.

Conservation Policy:

The item is to be relocated to any Bay except Bay 1-4A and preserved according to the Schedule 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.

Relocate to any Bay beside 4A.

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 | **Item No.** 213

Name Plate: N/A

Associated Items:

Individual	❑
Assemblage	❑
Collection	❑
System	❑
Operational Groups	❑

Description: This small hydraulic press has been manufactured from the cylinder of a 19th Century locomotive.

History: The history of the item is unknown.

Function and Operation: The hydraulic press was used for compressing material prior to clamping. Its precise original function is unknown.

Location: Bay 4A North

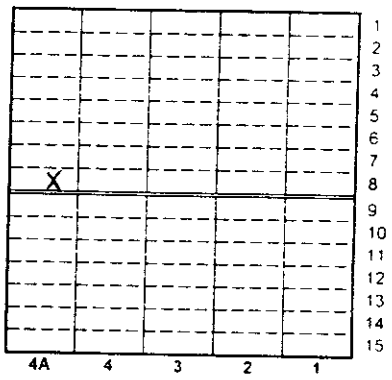
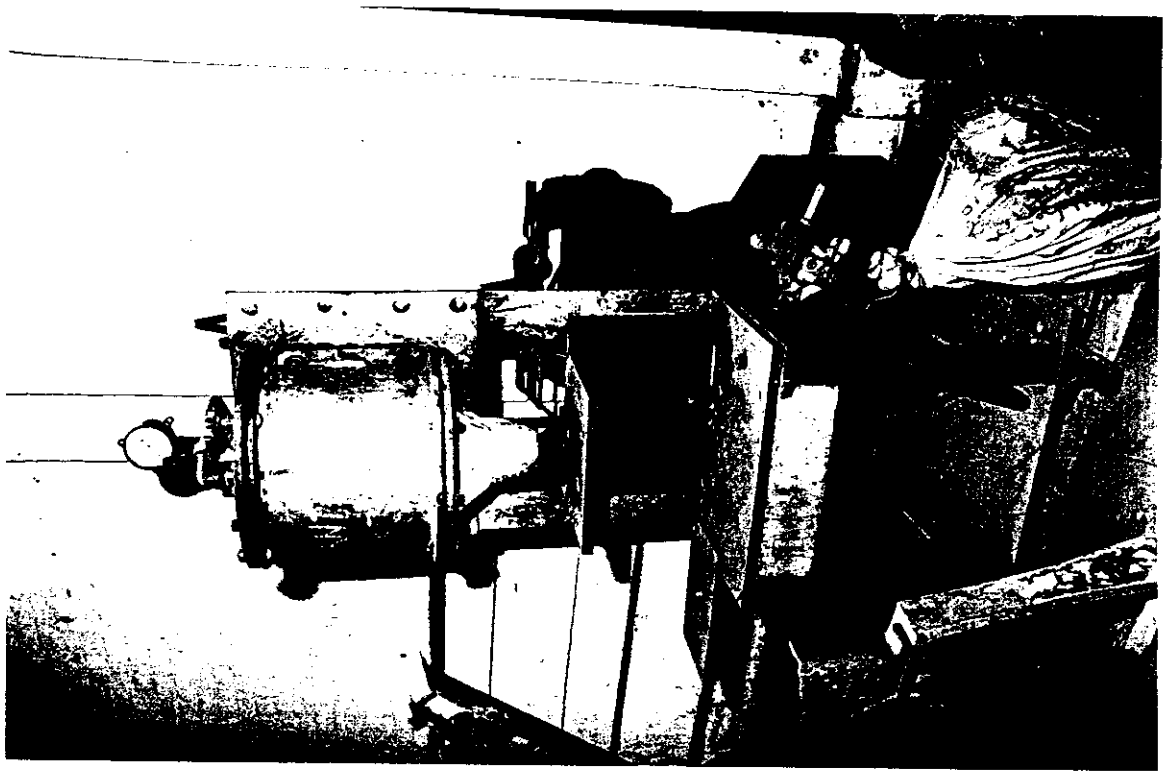


Photo: **FILM No.** **Photographed and inspected December 1995**



Item Name: Hydraulic Press | **Item No.** 213

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 50 years. The item evidences the versatility of the workshops in the manufacture of tools and machines. 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 10N.

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.

Maintenance Schedule

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

Interpretation:

Item Name: Air Compressor - Atlas Copco. Twin Two Stage | **Item No.** 214

Name Plate: Atlas Copco Air Compressor Type ER8 Serial No. A240036 Max Presure Max R/M 500 kg/cm^2 8.8 lb/sq.in 125
Manufactured by Atlas Copco, Stockholm, Sweden Engine: ASEA Mot 3 50 SVN GA 106 N.5645410
385 KVA x 09 500 R/M 35PP 415 VY

Associated Items:

Individual	☐	
Assemblage	☐	
Collection	☑	Air Compressor 214-217
System	☐	
Operational Groups	☐	

Description: The Atlas Copco is a 90 degree twin two stage air compressor run by an integrated ASEA electric motor of 50 horse power. The motor is direct coupled to a gear box unit on top of which is mounted on the large vertical piston of the primary cylinder. Air is brought to this via a 15 inch (375mm) steel welded pipe which discharges into the top cylinder. The compressed air is then passed directly into an inter-cooler which cools the air and is mounted immediately above the second stage piston. The air enters the second stage piston and, from there, passes into the main header pipe and to the air receiver.

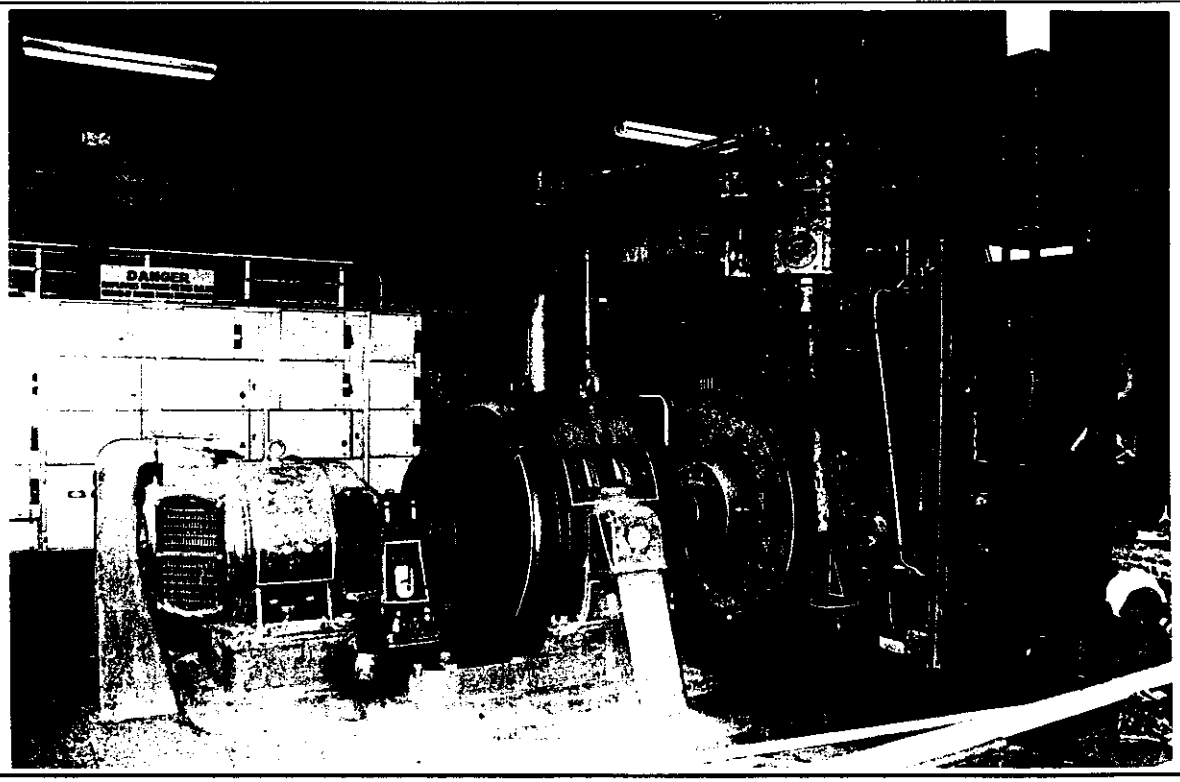
History: The compressor house supplied a high pressure air for the whole of the Eveleigh Workshops including the Carriage Workshops. Originally, there were four cooling towers mounted on the north side of the building, two of these have been removed and are believed to be down at the ACDEP Depot. The cooling towers at ACDEP would be suitable for connecting to this type of machinery. The coolers supplied cool water to reduce the temperature of the compressed air.

Function and Operation: The air compressors at Eveleigh tended to work continuously for eight hours a day passing compressed air through a number of receivers throughout the site. In general, the Atlas Copco supplied air on demand. When the demand was reduced the electric motor still functioned but the machine was not under load.

The cabinet containing the transformers for this item is immediately to its south. These cabinets contained the usual array of circuit breakers and current control and feed the excitor, the motor and the small water pump which pushed the circulating water through the system.

Location: Air Compressor House adjacent to the Explorer Maintenance Workshop. (North of the new Erecting Shop and outside the Masterplan area.

Photo: **FILM No.** 95-169-8-7 **Photographed and inspected December 1995**



Item Name: Air Compressor - Atlas Copco | **Item No.** 214

Condition:

The condition of the item appears to be in good operational condition. One informant who had worked previously on the air compressors stated that he felt the machine could be returned to service.

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 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 retained in its present location and be preserved as part of the air compressor 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.

The item is to be physically covered with a suitable table to prevent pollutants falling on the machine.

Policy Implementation:

It is essential that this machine be stripped by a qualified fitter and that its precise condition be determined. The item should be greased and reassembled.

Maintenance Schedule

If the item is left in this position it should be inspected by a qualified fitter and inspected every 12 months.

Interpretation:

Item Name: Air Compressor Ingersoll - Rand Co. - New York, USA Imperial Type 10. Parallel Twin 2 Stage

Item No. 215

Name Plate: Ingersoll - Rand Co. New York, USA Imperial Type 10.

Associated Items:

Individual	☐	
Assemblage	☐	
Collection	☑	Air Compressor 214-217
System	☐	
Operational Groups	☐	

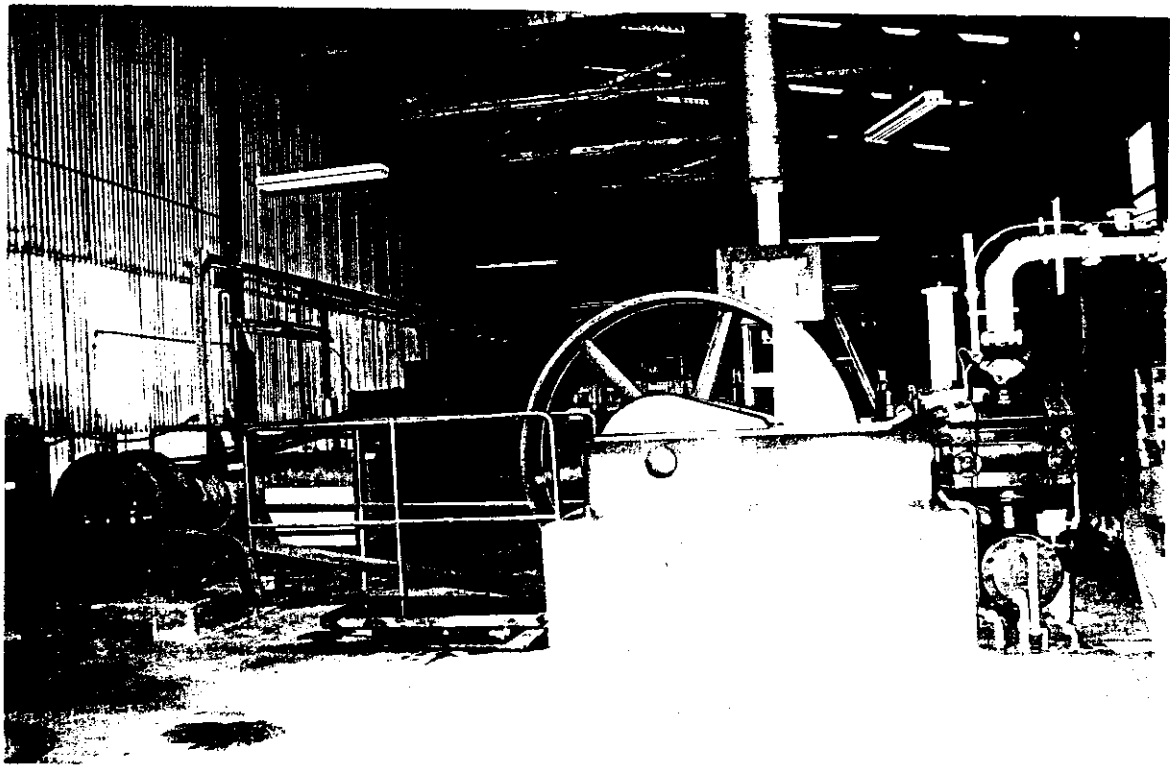
Description: This is the largest machine in the shop and is about 9 metres long, including the belt, which drives the machine from the stand-alone motor. The compressor foundation is about 3.5 metres wide and it stands in excess of 3 metres high, including the safety valve and the exit pipe. Air enters the No.1 cylinder through an adjacent pipe which has a simple cylindrical screen to keep out unwanted solids. The partially compressed air passes through the inter-cooler into the smaller second piston and thence to the header pipe. The valving on this machine is operated by shaft and the whole of the machine is of mechanical rather than electrical design. It is believed that the valving on this is of the simple D-type. There is no date on the machine but it is believed to have been manufactured about 1914. The fabric belt is 450mm wide and the fly-wheel 2.3metres in diameter. It would appear to weigh in excess of 2 tonnes. The electric motor, which drives the compressor is of 50 horsepower. The switch gear is contained in a small cabinet adjacent to the motor and has the insignia WB Williams & Bennett Pty Ltd of Melbourne, Victoria. Like all the switch gear in the building it has an on-off switch for both the pump, the fan, as well as for the compressor.

History:

Function and Operation:
The Ingersoll Rand Compressor supplied air on demand with the electric motor being activiated by a artenoid trigged by pressure in the system.

Location: Air Compressor House adjacent to the Explorer Maintenance Workshop. (North of the new Erecting Shop and outside the Masterplan area.

Photo: **FILM No.** 95-169-8-0 **Photographed and inspected December 1995**



Item Name: Air Compressor Ingersoll - Rand. Co. - New York, USA
Imperial Type 10. Parallel Twin 2 Stage

Item No. 215

Condition: The condition of the item appears to be very good. It is believed that the item could be turned over and operated with a minimal amount of service. However, it should be noted that no air compressor, after standing idle for a number of years, can be operated prior to being overhauled.

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 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 Ingersoll-Rand air compressor is of a relatively early type, having horizontal cylinders. Air compressors similar to this were often driven from line shafts or by stand-alone steam engines. It is recommended that this item be removed to the Locomotive Workshops and be installed at the north end of Bay 1 or other suitable location in a suitably constructed cabinet. The item could then be connected to the former steam lines in order to bring the steam system into operation.

Policy Implementation:

Before implementing the policy, it is essential that the item be stripped and its precise condition determined. If the item is in the condition it is believed to be then design work can commence for its installation in Bay 1.

Maintenance Schedule

The item, if reinstalled in Bay 1, would be maintained according to a schedule determined by a qualified fitter.

Interpretation:

Item Name: Thompson 90 degree V Twin 2 Stage Compressor | **Item No.** 216

Name Plate: Thompsons Machine (Castlemain) Ltd Australia. Machine No: 417. Size: 22½ - 13½ 12". Speed: 333 Date 8-4-52

Associated Items:

Individual	☐	
Assemblage	☐	
Collection	☑	Air Compressor 214-217
System	☐	
Operational Groups	☐	

Description: This air compressor has a stand-alone motor with an attached starter motor. The starter motor is direct coupled to the main motor and the brushes of the main motor are open with a mesh cover. The large inter-cooler is vertical and is placed on the south side of the second cylinder. Air enters the primary cylinder through a 250mm pipe via the roof, passes to an air filter and then to the vertical No.1 cylinder. The whole machine is of massive cast-iron construction bolted together. There is the most impressive power panel at the end of the machine against the south wall. It contains a start switch for the pump, fan and the compressor. This machine, like all others, is fitted with an emergency stop.

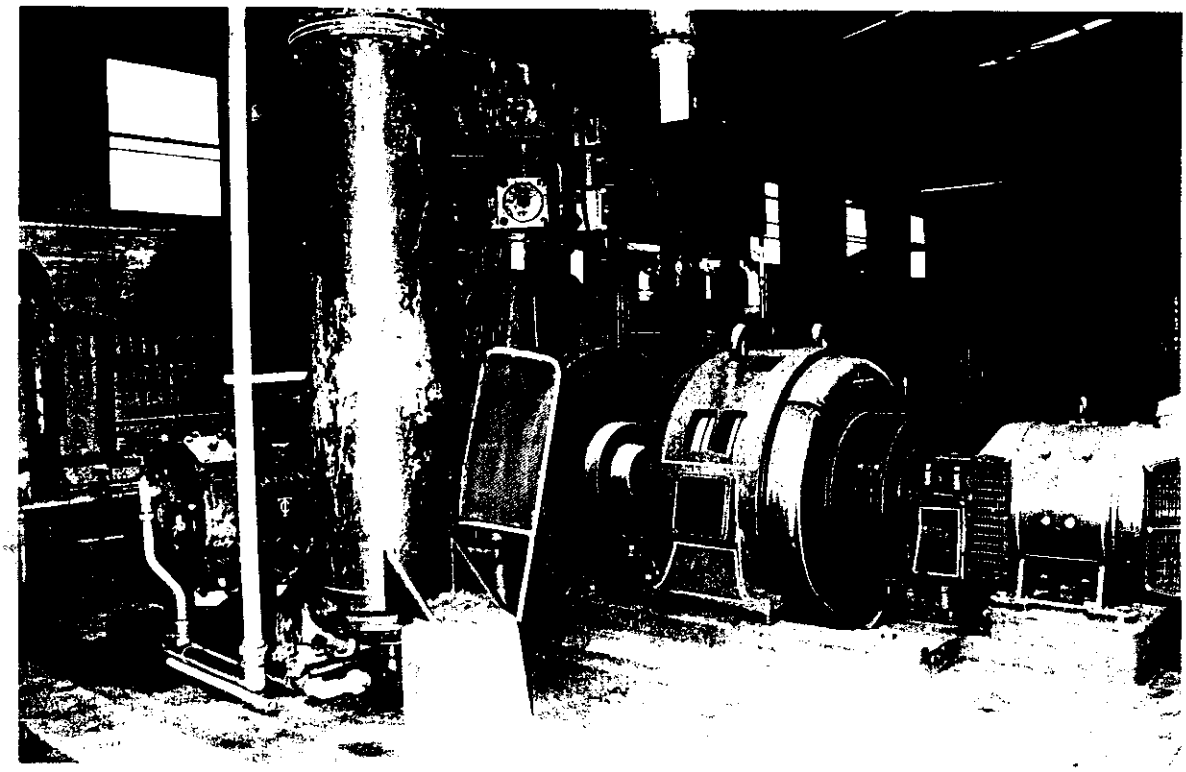
History: The compressor house supplied a high pressure air for the whole of the Eveleigh Workshops including the Carriage Workshops. Originally, there were four cooling towers mounted on the north side of the building, two of these have been removed and are believed to be down at the ACDEP Depot. The cooling towers at ACDEP would be suitable for connecting to this type of machinery. The coolers supplied cool water to reduce the temperature of the compressed air.

Function and Operation: The air compressors at Eveleigh tended to work continuously for eight hours a day pressing compressed air through a number of receivers throughout the site. In general, the Thompson supplied air on demand. When the demand was reduced the electric motor still functioned but the machine was not under load.

The cabinet containing the transformers for this item is immediately to its south. These cabinets contained the usual array of circuit breakers under current control and feed the excitor, the motor and the small water pump which pushed the circulating water through the system.

Location: Air Compressor House adjacent to the Explorer Maintenance Workshop. (North of the new Erecting Shop and outside the Masterplan area.

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



Item Name: Thompson 90 Degree V Twin 2-Stage Compressor | **Item No.** 216

Condition: The condition of this machine is suspect. It appears that work was commencing for its overhaul when the Workshops were closed down and the machine is partially disassembled.

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 was produced in Australia and 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 retained in its present location and be preserved as part of the air compressor 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:

It is essential that this machine be stripped by a qualified fitter and that its precise condition be determined. The item is to be greased and reassembled and covered with a suitable textile to prevent pollutants falling on the item.

Maintenance Schedule

If the item is left in this position it should be inspected by a qualified fitter every 12 months.

Interpretation:

Item Name: Thompson 90 degree V Twin 2 Stage Compressor | **Item No.** 217

Name Plate: Thompsons Machine (Castlemain) Ltd Australia. Machine No: 418. Size: 22½ - 13½ 12". Speed: 333 Date 8-4-52

Associated Items:

Individual	☐	
Assemblage	☐	
Collection	☑	Air Compressor 214-217
System	☐	
Operational Groups	☐	

Description: This air compressor has a stand-alone motor with an attached starter motor. The starter motor is direct coupled to the main motor and the brushes of the main motor are open with a mesh cover. The large inter-cooler is vertical and is placed on the south side of the second cylinder. Air enters the primary cylinder through a 250mm pipe via the roof, passes to an air filter and then to the vertical No.1 cylinder. The whole machine is of massive cast-iron construction bolted together. There is the most impressive power panel at the end of the machine against the south wall. It contains a start switch for the pump, fan and the compressor. This machine, like all others, is fitted with an emergency stop.

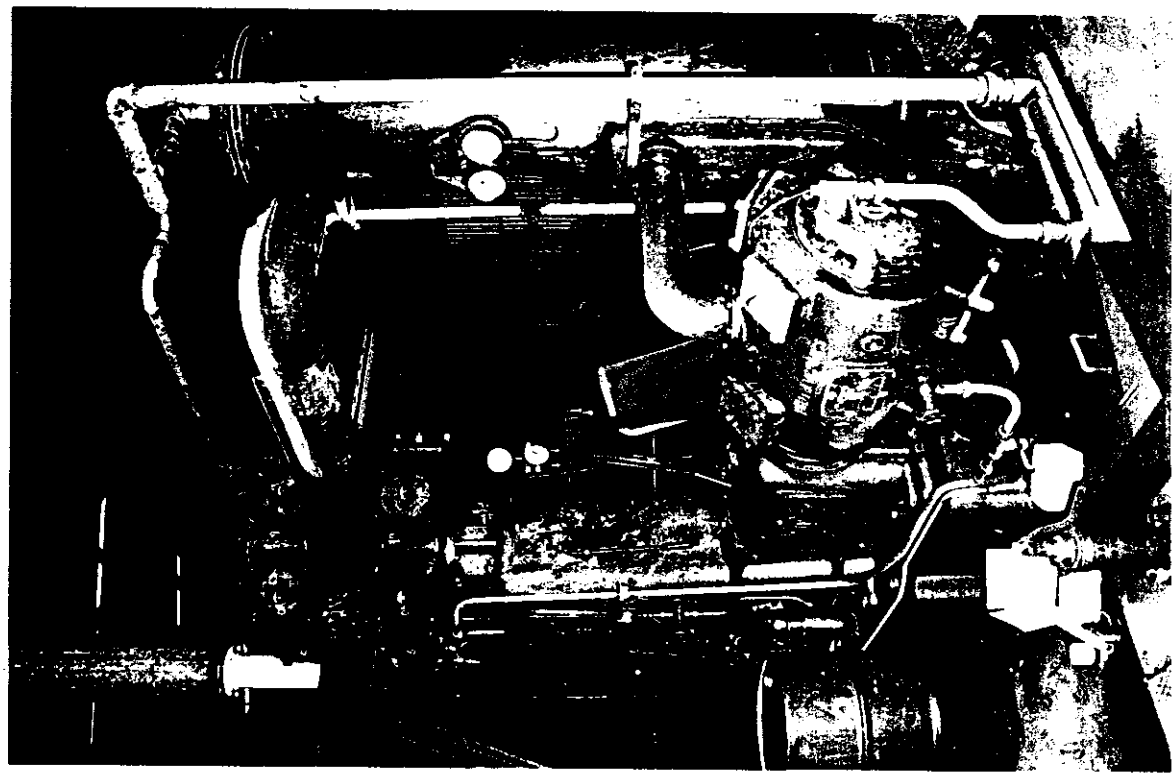
History: The compressor house supplied a high pressure air for the whole of the Eveleigh Workshops including the Carriage Workshops. Originally, there were four cooling towers mounted on the north side of the building, two of these have been removed and are believed to be down at the ACDEP Depot. The cooling towers at ACDEP would be suitable for connecting to this type of machinery. The coolers supplied cool water to reduce the temperature of the compressed air.

Function and Operation: The air compressors at Eveleigh tended to work continuously for eight hours a day pressing compressed air through a number of receivers throughout the site. In general, the Thompsons supplied air on demand. When the demand was reduced the electric motor still functioned but the machine was not under load.

The cabinet containing the transformers for this item is immediately to its south. These cabinets contained the usual array of circuit breakers under current control and feed the excitor, the motor and the small water pump which pushed the circulating water through the system.

Location: Air Compressor House adjacent to the Explorer Maintenance Workshop. (North of the new Erecting Shop and outside the Masterplan area.

Photo: **FILM No.** 95-169-8-4 **Photographed and inspected December 1995**



Item Name: Thompson 90 Degree V Twin 2-Stage Compressor | **Item No.** 217

Condition: The condition of this item appears to be good and it is believed that, with a service, the machine would be operable.

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 was produced in Australia and 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 retained in its present location and be preserved as part of the air compressor 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:

It is essential that this machine be stripped by a qualified fitter and that its precise condition be determined. The item is to be greased and reassembled and covered with a suitable textile to prevent pollutants from falling on the item.

Maintenance Schedule

If the item is left in this position it should be overhauled by a qualified fitter and inspected every 12 months.

Interpretation:

Item Name: Stephenson 7 Tonne Loco Crane 1083 | **Item No.** 218

Name Plate: N/A

Associated Items:

Individual	☑
Assemblage	☐
Collection	☐
System	☐
Operational Groups	☐

Description: See Over

History: See Over

Function and Operation:
Like most small loco cranes, this one had jibbing and slewing only and was not equipped for hoisting. The item to be lifted was simply slung from one of the hooks beneath the crane and lifted to the extent that the jib could be raised. This particular crane had three hooks, one which operated at a capacity of 3.5 tonnes, the second 5 tonnes and the third, which was closest to the engine itself, could lift 7 tonnes. However, the height by which the 7 tonne hook could be raised was severely restricted. The loco crane was also fitted with a steam turbine which provided current for an electro magnet to lift scrap iron and steel.

Location: In the Forecourt, between the National Innovation Centre and Bay 1 of the Workshops.

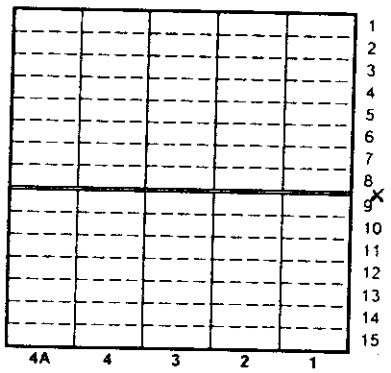
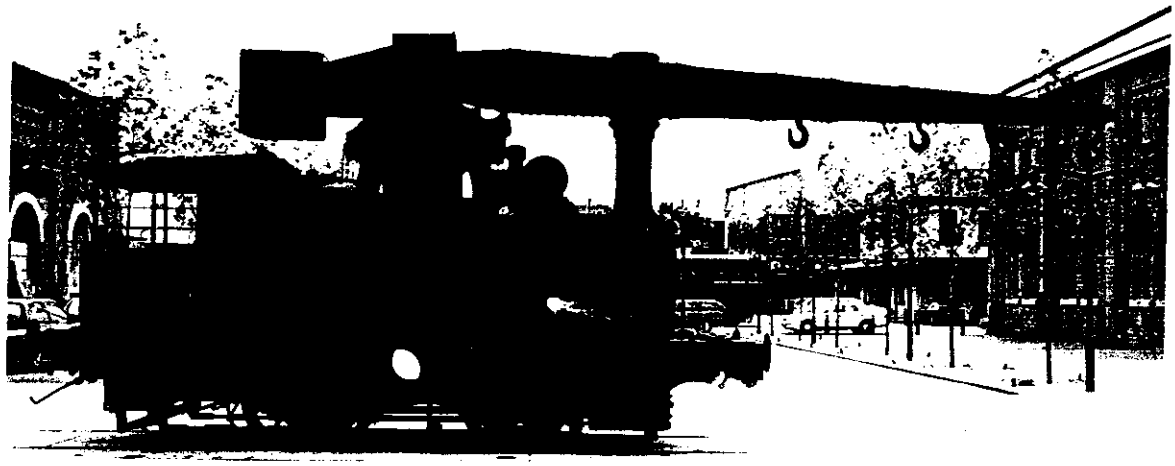


Photo: **FILM No.** 95-169-8-13 **Photographed and inspected December 1995**



Item Name: Stephenson 7 Tonne Loco Crane 1083 | **Item No.** 218

Condition:

The small locomotive crane is in fair condition. The condition of the boiler is unknown as both the smokebox door and the firebox door have been welded shut. The smokebox door should be opened so the condition of the boiler, the smokebox and the stack can be determined. The firebox is difficult to assess but it appears to be in fair condition. Some fittings, such as water and pressure gauges, are missing.

The wheels and driving gear all appear to be in fair condition.

The crane jib with its counter balance and the turret appear to be in good condition but parts are missing from the small engine which powered the slewing mechanism. The steam turbine and safety valves are missing. The side water tanks appear to be almost rusted through in some areas. These items have had water in them for in excess of 40 years and the rust in places, especially on the tank bottom, is quite deep. These tanks could not be used if the locomotive was to be restored. The tanks would have to be rebuilt, which was the normal course to follow when the locomotive was operational.

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

Discussion

It is believed that this small locomotive crane 1083 is in good overall condition. An identical crane 1082 has been obtained by the Powerhouse Museum and it is possible that this is to undergo restoration. Both items are significant because they were the last steam locomotives imported prior to the demise of steam power on the New South Wales rail system. It is a very well known item amongst railway men, especially those who worked at Eveleigh and it is an indicator of the way in which the railway workshops were operated in the immediate post war period. Small engines of this nature are relatively easy to interpret and with interpretative material displayed close by, make an ideal educative item. Further, the crane must be regarded as an integral part of the railway workshops and, as such, has considerable significance.

Statement

The crane is a rare and representative example of a steam powered locomotive crane and has regional significance. The item is the last locomotive crane brought into New South Wales and is indicative of the work which steam was carried out in the workshops.

Conservation Policy:

The steam locomotive crane is to be preserved. No action must be taken which will reduce the possibility of restoration to operable condition being executed at a later date. All rust is to be removed by appropriate means. Remaining rust is to be converted and all bearings and cylinders are to be stripped, cleaned and greased.

Policy Implementation: See over.

Maintenance Schedule

The engine should be inspected for rust every 12 months and, where necessary, appropriate measures should be taken to inhibit rust or paint.

Description: The Locomotive Crane is a purpose-built crane and was one of the last two to be imported by the State Rail Authority. Like all locomotives it consists of a heavy chassis which supports the boiler, the cabin, the cylinders and the stack which is mounted on a special cowling. The chassis also supported, on very heavy steel brackets, a cylinder on which was mounted a turret, which in turn carried the crane jib. The crane jib itself was some 6 metres long with a rear extension of about 1.5 metres which supported the 3 tonne balance weight. The loco is an 0-4-0 and was constructed by Robert Stephenson and Hawthorne Ltd of the UK. It entered service in February 1950. The total weight of the item when in steam was about 40 tonnes.

The power pack consisted of two standard cylinders horizontally mounted which were 14 inches (350mm) diameter with a 20 inch (500mm) stroke. The heating surface for the boiler tubes was 557 square feet (51m^2) in total while the fire box had a total heating surface of 54 square feet (5m^2) with a grate area of 9.5 square feet.

When the locomotive was being moved, the crane jib rested on the heavy smoke stack. In this position the lower chord of the jib was horizontal. The jib itself was about 12 feet (3.8 metres) above rail height. The jib was raised and lowered by a steam or hydraulic ram, the piston for which was located in the centre of the turret. This piston was connected to a shaft which itself was direct coupled to a bracket attached to the after end of the jib. A pivot point was located about 600mm in front of the centre line of the shaft. The travel of the shaft appears to be about 500mm which means that the 7 tonne hook could be raised through a distance of about 1.2 metres. The 3.5 tonne hook could be raised to about twice that distance. Slewing was powered through a small twin cylinder steam engine mounted on a bracket at the front of the turret. This was coupled to a worm gear which operated a small, vertically mounted cog which was in constant mesh with a second gear wheel which was attached to the outer surface of the turret. It would appear that the slewing drive would have been extremely slow.

The cab of the loco crane is extremely small. The amount of coal which could be carried was given as 11cwt (.5 tonne). However, this has been disputed and the weight carried is thought to be less than 5cwt. The ability to carry large quantities of coal was not important as the engine could be frequently topped up at almost any point in the workshop. As with all other locomotives on the SRA, this one was operated by a driver who also had a crane ticket, plus the fireman.

The number of components which are original and bear the original number is very high for a steam locomotive. The number borne by most of the components is 7543, which is the builder's number for the original engine. This number is evident on much of the running gear. The number is also evident on the wheel boxes. It should also be noted that the boiler in this loco is X1067A, which means that this was the second new boiler constructed for crane locomotive 1067 which was relocated when it was overhauled into this locomotive.

History: The small 10 Class locomotive crane presently in the forecourt between the main workshops building and the National Innovations Centre, formerly the New Loco Shop, at Eveleigh was manufactured by Robert Stephenson and Hawthorne Ltd of Darlington and Newcastle-on-Tyne. It was classified as a 7 tonne loco crane and was designated a yard crane.

Basically there were two types of cranes used on the New South Wales rail system. The first was the 'accident crane' which was a mobile steam crane constructed on its own chassis and wheels, with its own dedicated boiler. The accident crane was pushed or towed to the site of the accident and was used to raise capsized locomotive or rolling stock, placed them back on the rails or onto flat cars. These cranes, some of which had a maximum lifting capacity of 120 tonne, were usually supplied with a vertical boiler and had slewing, jibbing and hoisting capabilities. The accident cranes were generally purpose-built, designed for specific loads and were distributed throughout the network. The first of these cranes was imported in 1886.

The second type of crane was the steam locomotive crane or yard crane as it was sometimes known. These were classified in 1924 into the X10 Class (miscellaneous stock) and were normally side tank locos with a limited coal supply held in extensions to the side water tanks. The purpose of the engine was to move around the yard to points where they were required where they could lift items such as kibble bins, place them on flat cars or simply lift items for relocating around the workshop. These loco cranes were particularly good at moving in tight areas and they could also tow or push a flat car around and lift and deposit items on them.

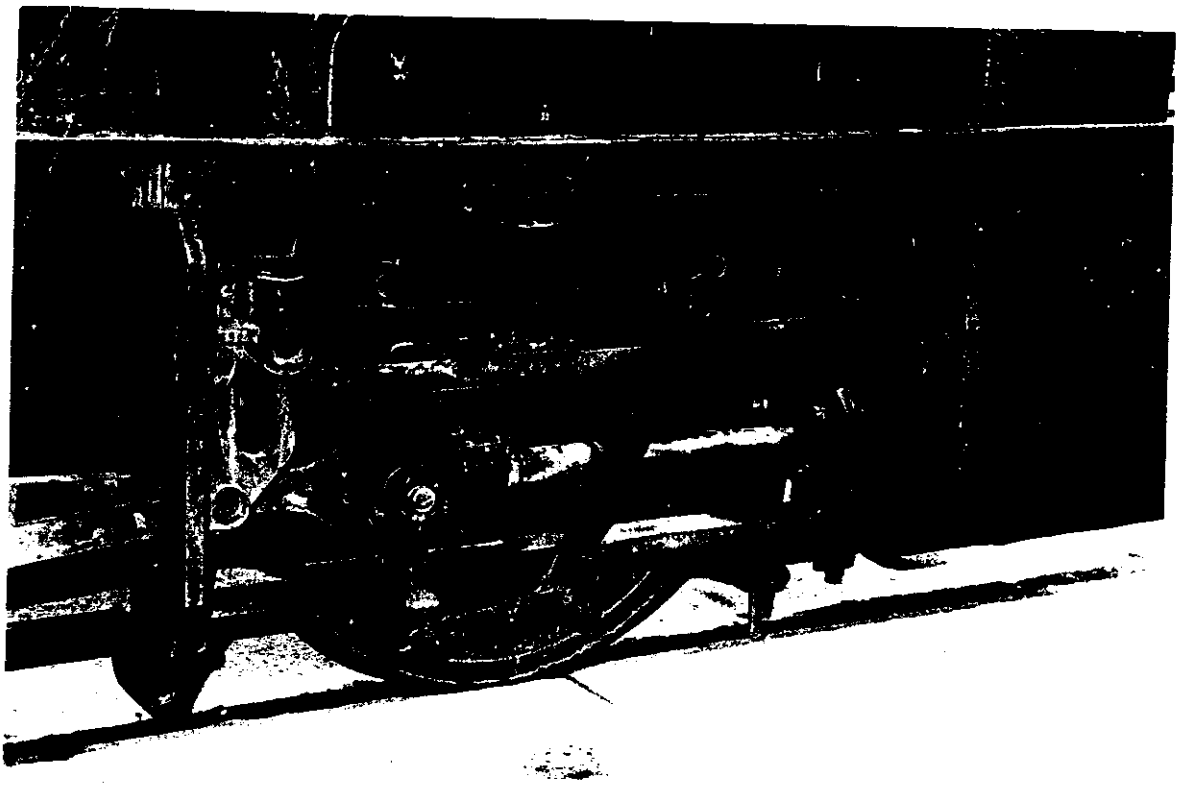
Unlike the accident cranes, which were normally fitted with stabilising bars, the loco crane relied on its distribution of weight to perform its task.

Policy Implementation:

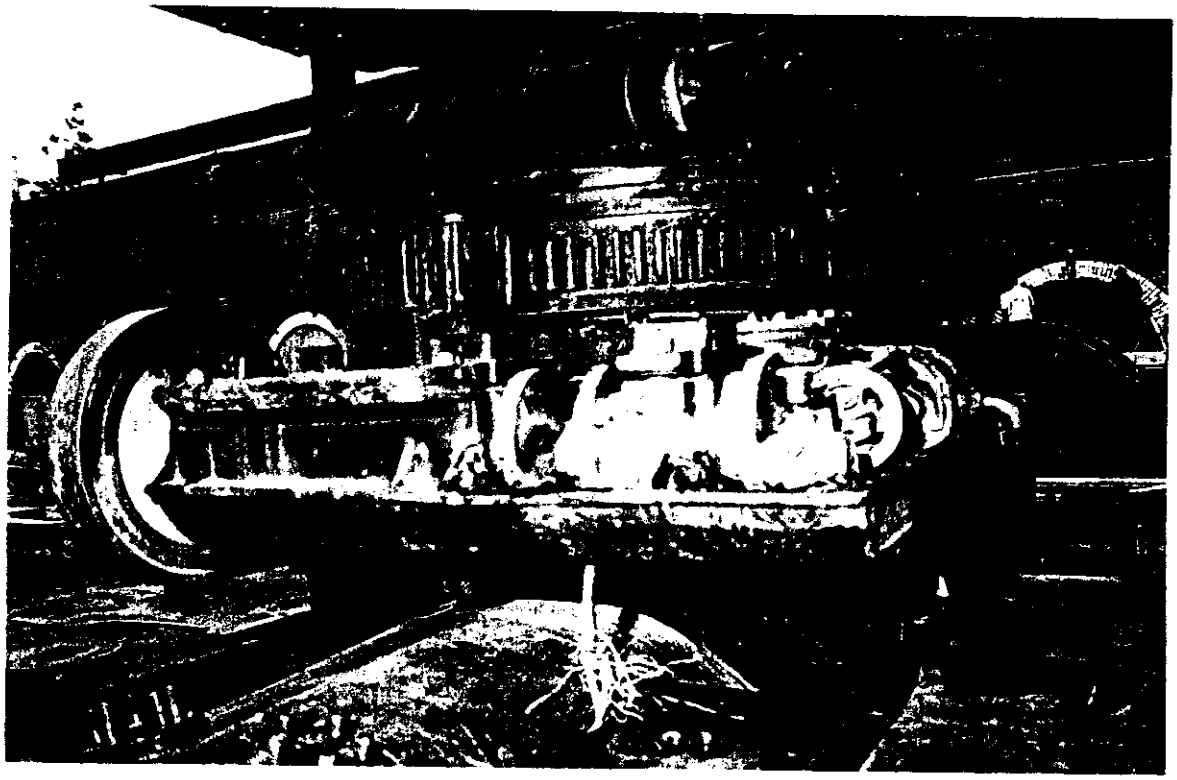
1. The steam locomotive crane is to be preserved and displayed.
2. A suitable cover is to be erected over the locomotive, which will protect it from the weather.
3. The crane may be removed temporarily from its present location for conservation work to be completed. The crane should be removed from the elements as soon as possible.
4. The crane should be fully inspected for rust and steps should be taken to inhibit rust on all internal and external surfaces by the use of a rust converter followed by protection with a heavy duty sealer or paint.
5. Side tanks. The tanks may be removed, cleaned internally and externally by abrasive blasting. The internal surface should then be protected by being sealed with a heavy duty sealer or with a two pot epoxy paint. The sealer will fill most of the small rust holes which appear in the side of the tank. Corrosion in the rear or coal section of the tank should be removed by abrasive blasting and the area coated internally with a two pot epoxy paint. No part of the fabric should be removed by cutting or welding. The surfaces between the tank and the loco proper should be cleaned by abrasive blasting and finished with a heavy duty sealant.
6. The boiler. The lagging sheet should be removed from both the front and rear sections of the boiler and the boiler shell itself should be cleaned using appropriate methods and then painted or sealed with a heavy duty sealant to prevent further corrosion.
    - The various holes for the valves, clack boxes and safety valves are to be plugged. The regulator should be greased.
    - The mud plate should be removed and lime sprayed into the boiler.
    - A candle or firelighter should be placed in the space and the mud plate replaced. This will remove all oxygen from the boiler and should stabilise the boiler internally.
    - The smoke box and fire box should be inspected and cleaned. The inside of the ash box and the smoke box should be converted and sealed to prevent further corrosion.
    - The plates which form the main frame of the locomotive should be abrasive blasted or converted and sealed with a heavy duty sealer.
    - Lagging to be replaced by 'brick bats'.

7. Other surfaces.
    - The underside of the foot plate should be cleaned and sealed.
    - The chain plate at the front of the locomotive should be abrasive blasted to remove any traces of rust. The whole of the area should then be sealed with a two pot epoxy paint.
    - The tray beneath the smoke box should be cleaned by abrasive blasting and should be sealed with a two pot epoxy paint.
    - Slewing motor should be stripped, re-greased and, where necessary, painted. All bright parts should be coated with polycrystalline wax after removal of corrosion. The drain pipe on the slewing motor should be repositioned so that water is drained away from the tray.

8. The jib. This should be spot cleaned by brushing and a converter placed on any rusted sections. These sections should then be primed and painted.
9. All bright surfaces, including the conrods and side rods, should be polished to remove corrosion and finished with a polycrystalline wax.
10. The stack should be appropriately sealed to prevent ingress of water.
11. The jib-activating cylinder should be cleaned and greased and the stuffing box repacked with the shaft being cleaned and polished. The jib bearing should be cleaned and greased.
12. The running gear, including the conrods and side rods, should be cleaned. The cylinder should be opened, cleaned and greased to allow easy movement and facilitate relocation.



Steam crane cylinder, connecting rod, cross lead and side rods.



Slewing motor and turret of jib.

R. & W. HAWTHORN LESLIE & C° LTD.

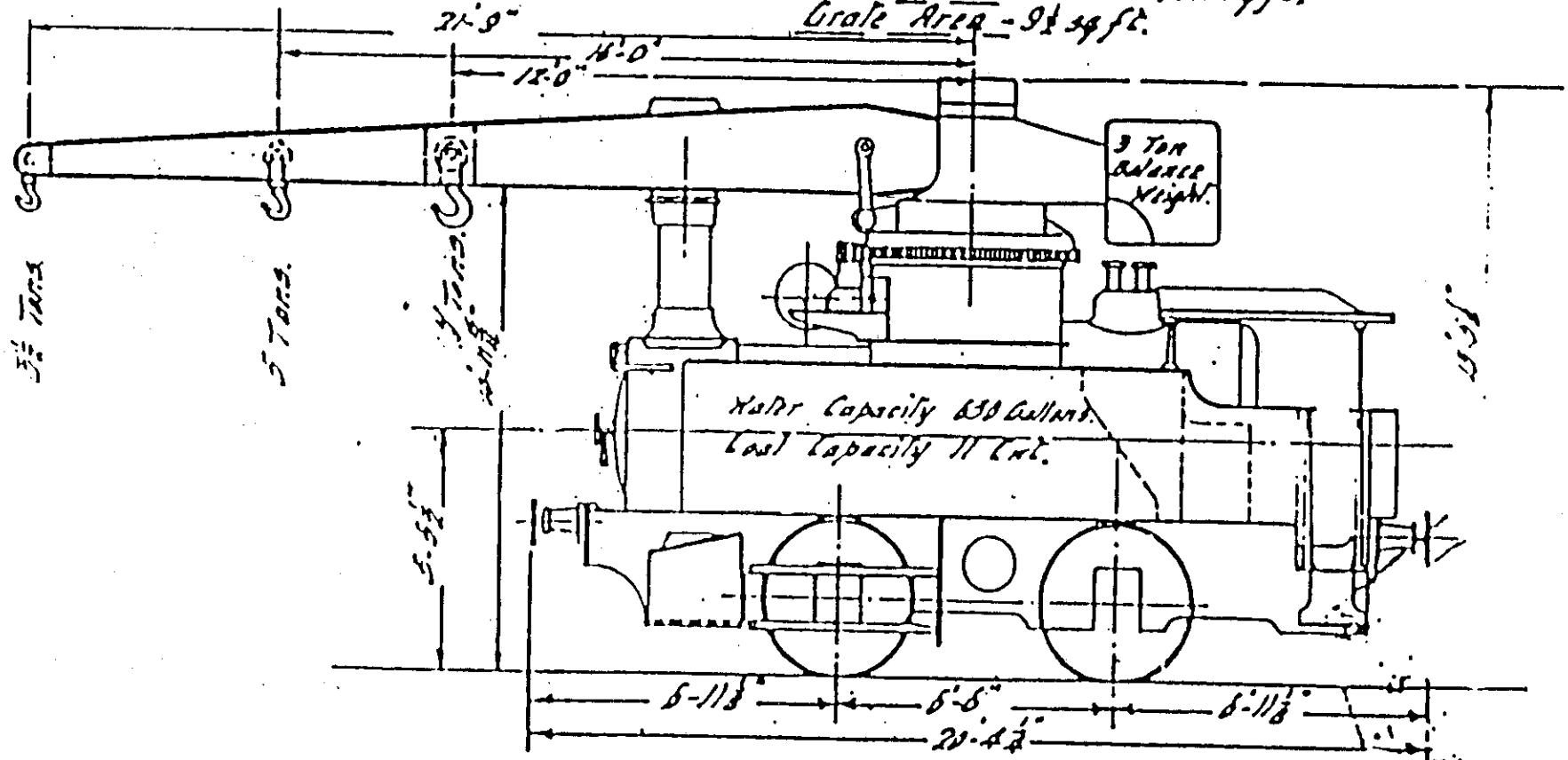
7 TON LOCO CRANE.

2 CRANES OF THIS TYPE.

Outside Cylinders - 14" Dia - 20" Stroke.

Heating Surface. Tubes - 557 sq ft. } Total.
Firebox - 54 " - } 611 sq ft.

Grate Area - 9½ sq ft.



	T. C. Q	T. C. Q	T. C. Q
Weight Empty.	N.S.I.	15.15.0.	Total 31.0.2
Do in Steam.	31.1.0.	16.8.0.	2 " 32.2.0

Item Name: Electric Overhead Travelling Crane **Item No.**219A-H

Name Plate: N/A

Associated Items:

Individual	☐	
Assemblage	☐	
Collection	☑	EOHTS 196, 197, 202, 207, 219 (A-H) 8 cranes
System	☐	
Operational Groups	☐	

Description: All of the cranes have twin crane beams made from box, plate or lattice girders. Each has a small carriage which runs on the upper surface of the beams and supports the transverse motion, the cable drum and the cable drum/motor. Longitudinal movement of the crane is via the longitidunal motor which is generally mounted on a bracket attached to the leading crane beam. Each crane has a small cabin, slung below the crane beams. The cabin contains a fuse box and three controllers, one for each of the longitudinal travel, transverse travel and hoist mechanisms. Power for each crane is via six cables which run on insulators along the western crane beam of each bay. Most of these power cables appear to be intact, but they have all been disconnected from the electricity power supply.

History: There are electric cranes in Bays 6, 8, 9, 10, 11, 14 and 15. Those in Bays 6, 8, 9 South, 10 and 15, were originally powered by a steam engine mounted on the south wall of the workshops and are all by Craven Bros of Manchester. Between 1901 and 1907 most of these cranes were converted to electric power. Cranes in Bays 6, 9 North, 11 and 13 were electrically powered when installed and are by Craven Bros, Vaughan & Son, Babcock & Wilcox. All the Craven cranes have plate or box-girder beams and all appear to be manufactured in 1884 or 1886. The other cranes have lattice girder beams and all appear to have been manufactured prior to 1914. No information is available on the conversion of steam driven cranes to electric power.

Function and Operation: The cranes were driven from the drivers cabin and frequently each driver had an assistant who carried out any necessary work on the crane beam. This included attending to the motors and switching the gears which could not be controlled from the cabin. Each crane could run the length of the bay. Bay 9 had two cranes to assist with the high frequency movement of wheel bogeys. The driver used the three motor controllers, each of which had five forward and five reverse speeds, to place the slung load in any position on the bay floor. Loads were slung and then moved from one location to another while directly over a dedicated path, usually free of workers.

Location:
Bay 6 North
Bay 8 North
Bay 9 North
Bay 9 South
Bay 10 North
Bay 11 South
Bay 13 North
Bay 15 North

Photo: **FILM No.** **Photographed and inspected December 1995**

Item Name: Electric Overhead Travelling Cranes | **Item No.**219a-h

Condition: All appear to be in operative condition. Some have superficial rust.

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 cranes were an integral part of the Eveleigh Locomotive Workshops being associated with their operation, in some cases, for almost 100 years. The items are an integral part of the Workshops operations. The cranes are impressive in size and exhibit a unity in design and detail which is now rare. All cranes have research and education potential for developing an understanding of early engineering practice and each crane is an easily interpreted item. The cranes all exhibit a high degree of structural integity and all will yield information on the nature of past work practices.

Conservation Policy:

Each item is to be retained in its present bay and to be conserved as part of the Eveleigh Locomotive Crane Collection to which it belongs. Each crane is to be preserved by being cleaned and serviced according to the maintenance schedule given below. The electric power cables above each of the western crane rail beams are to be preserved.

Policy Implementation:

All external surfaces are to be cleaned and degreased using appropriate methods. All superficial rust is to be removed or converted. All external surfaces are then to be treated with an appropriate sealant such as Shell ENSIS Fluid or polycrystalline wax. The moving parts of the electric motors are to be covered to prevent ingress of dust. Exposed gear trains are to be covered to prevent ingress of dust.

Each crane may be re-positioned in the bay in which it is located.

Maintenance Schedule

All external surfaces are to be checked for rust, every 12 months. Where necessary, surfaces are to be treated as recommended in the implementation section of this report.

Interpretation: