

## ATP S170 Register

### Location: Outside Loco Workshops

124	Reheating Furnace	Outside
128	Robey-Smith Bevel Wheel Planer	BioMed Building
179	Pneumatic Gap Riveter Gantry	Outside
181	Craven Bros Plate Rollers	Missing
208	Wheel shop pivot crane L40	Outside
209	Wheel shop pivot crane L41	Outside
210	Massey Flange Press	Outside
211	Fielding and Platt Wheel Press	Outside
212	Berry hydraulic pipe bender	Outside
452	Window frames	Outside (Container)
453	Telephone boxes	Outside (Container)
454	Crane pulley carriage and chains	Outside (Container)
455	Misc motor and machine parts	Outside (Container)
456	White Twin Head Vertical Borer	Outside (Container)
457	Crane pulley carriage and rope	Outside (Container)
459	Metal stanchions	Outside (Container)
460	Pattern moulds	Outside (Container)
461	Ticket dies	Outside (Container)
463	Air receiver	Outside
465	Bleeder Valve for Fielding and Pratt Pump	Outside (Container)
482	Trolley, billet moulds and steel billets	-
500	Eveleigh Locomotive Workshops Precinct	NA
501	Locomotive Workshops Building	NA
502	Works Managers' Office (former)	NA
503	Engine Shop (former)	NA
504	Water Tower	NA
505	Eveleigh Locomotive Workshops Machinery Collection	NA

**Total number of items: 27**

## ATP S170 Register



*SHI No.4745457*


**Crane pulley carriage and rope**

*Location Outside (Co*

A pulley trolley designed to run on the overhead gantry for the Pneumatic Gap Riveter. The item supported the riveter itself and has attachment points for the hydraulic pipe work which powered the riveter. The item is incomplete and the riveter itself is missing.

*Significance:*

This item is a component of the Pneumatic Gap Riveter, which is incomplete and in poor condition. It is recommended for disposal.



*SHI No.4745179*

**Pneumatic Gap Riveter Gantry**

*Location Outside*

Name plate: 'BHP Steel'.

NSWG inventory ID: 'NSWG / 900'.

This riveter was used in conjunction with boiler making and spring making technologies. The item originally consisted of a gantry clamped to a metal support column within the workshops, with a winch mechanism supporting a hydraulically driven riveter. The gap riveter itself was placed over the items to be riveted and pressure to the dollies was applied through a pneumatic hydraulic hose. The item now consists of the gantry and winch mechanism only. The riveter itself is missing. The item measures 650cm (L) x 65cm (W) x 325cm (H).

*Significance:*

This item is incomplete and is not able to be reinstated within the building or effectively interpreted. Recommended for disposal.



*SHI No.4745128*

**Robey-Smith Bevel Wheel Planer**

*SRA8720*  
*Location BioMed Buil*

Name plate: The Robey-Smith Bevel Wheel Planer // Buck & Smith & Coventry's Patent Manchester.

NSWG inventory ID: NSWGR No. 393 Class P.

This Bevel wheel planer is an early machine used for planing gear wheels. It consists of an L-shaped cast iron chassis with a line-driven planing wheel on one leg of the L and a moveable lathe bed on the other leg, which allowed the metal being worked to be carefully adjusted against the cutting head.

It is about 2.5 metres long, 2 metres wide and stands about 1.8 metres high. Its extremely complex construction involves pre-WWI technology and a close inspection can reveal its mode of operation.

*Significance:*

The Robey-Smith Bevel Wheel Planer is one of the component machines of the Eveleigh Railway Workshops Machinery Collection. The machine is primarily significant as a part of an assemblage which demonstrates the operation of

*SHI No.4745181*

**Craven Bros Plate Rollers**

*Location Missing*

Name plate: Craven Brothers 1886 Manchester.

NSWG inventory ID: NSWGR No. 543 Class RH.

These plate rollers were the heaviest early rollers in use in the workshop. They have heavy cast iron beds which support three rollers. The two bottom rollers are fixed while the top roller can be raised or lowered to alter the diameter of the sheet being rolled. The top roller bearing is raised and lowered by wheels together with worm gears attached to the top of the end frames. The adjustment is done manually and the diameter of the item determined by trial and error.

*Significance:*

Not located, presume disposed.

## ATP S170 Register



SHI No.4745208

### Wheel shop pivot crane L40

Location Outside

Name plate: 1) 'HENRY BERRY & Co. Ltd / LEEDS' // 'L40' // 'LOAD NOT TO EXCEED 7 TONS' // 'SWL 7 TONNE, Class 3'. 2) 'FRODINGHAM IRON & STEEL / ENGLAND' [embossed on steel beams].

NSWG inventory ID: 'PC40' [aluminium tag].

'DO NOT SCRAP / PROP. OF / NATIONAL TRUST'.

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. The crane was one of two installed to lift and manoeuvre 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.



SHI No.4745210

### Massey Flange Press

Location Outside

The Press consists of an upright chassis housing a drive mechanism and hydraulics with a motor driven flywheel and a set of four horizontal wheel support arms near the floor level. The chassis is 1240mm long, 830mm wide and stand 1460 mm high. The chassis 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. 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.

#### Significance:

The Massey Flange Press is one of the component machines of the Eveleigh Railway Workshops Machinery Collection. The machine is primarily significant as a part of an assemblage which demonstrates the operation of the Workshops in the production of locomotives and locomotive components. The item is important to the understanding and interpretation of



SHI No.4745209

### Wheel shop pivot crane L41

Location Outside

Name plate: 1) 'HENRY BERRY & Co. Ltd / LEEDS' // 'L41' // 'LOAD NOT TO EXCEED 7 TONS' // 'SWL 7 TONNE, Class 3'. 2) 'FRODINGHAM IRON & STEEL / ENGLAND' [embossed on steel beams].

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. The crane was one of two installed to lift and manoeuvre 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.

#### Significance:

The Wheel shop pivot crane is one of the component



SHI No.4745211

### Fielding and Platt Wheel Press

Location Outside

NSWG inventory ID: 'No 811 / NSWGR / Class PH'.

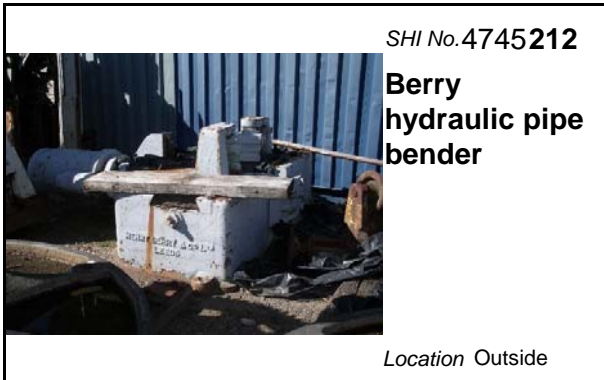
'DO NOT SCRAP / PROP. OF / NATIONAL TRUST'.

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 by 3 metres high and about 1 metre wide. Its mass is estimated at 10 tonne. 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 assembly, 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.

#### Significance:

The Wheel Press is one of the component machines of the Eveleigh Railway Workshops Machinery Collection. The

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Name plate: 1) 'HENRY BERRY & Co. Ltd / LEEDS'.

The Hydraulic Pipe Bender consists of a massive cast-iron bed with a hydraulic ram which is fitted with a return valve. There are two large rotating mandrels, dies in which the pipe is pressed. The item was operated by the plumbers and coppersmiths. A pipe to be bent was placed between the dies and a specially shaped mandrel. In some cases the mandrel was made from a block of oregon timber. 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. Approximately 2000 x 2000 x 900mm.

### Significance:

The Hydraulic Pipe Bender is one of the component machines of the Eveleigh Railway Workshops Machinery Collection. The machine is primarily significant as a part of an assemblage which demonstrates the operation of the Workshops in the production of locomotives and locomotive components. The



Two timber telephone boxes, painted red. Removed from unknown locations, possibly from this site. Their worn condition suggests they were located outdoors.

### Significance:

These items are typical examples of their class and do not have good historical provenance within the site and are not unique to railway sites. They are recommended for disposal.



Seven cast iron window frame components removed from different areas of the Locomotive Workshop building. Some exhibit cracking.

### Significance:

These items have no particular significance in their own right, but may have some value as spare parts. If not useful in building conservation works, they may be disposed of.



A metal pulley carriage for an overhead crane. The carriage runs on four small wheels which would have sat on the jib of a crane, possibly one of the Wheel Shop pivot cranes.

### Significance:

This item is a typical example of its class which lacks sufficient integrity to warrant conservation. It does not have good historical provenance within the site and is not unique to railway manufacturing processes. It is recommended for disposal.

## ATP S170 Register



SHI No.4745124

**Reheating  
Furnace**

SRA8718  
Location Outside

NSWG inventory ID: 'PTCNSW / FR.145.EVE / S/O [-]'

This is a relatively small furnace in the spring shop which was used for heating springs prior to heat treating. The furnace is manufactured from sheet and plate steel and lined with fire bricks, with four gas burners. The furnace is fitted with a counter-weighted lever operated door and a large plate at the front for resting tools and/or springs. 1400 x 1700 x 2200mm.

*Significance:*

This item is a typical example of its class which lacks sufficient integrity to warrant conservation. It does not have good historical provenance within the site and is not unique to railway manufacturing processes. It is recommended for disposal.


SHI No.4745505

**Eveleigh  
Locomotive  
Workshops  
Machinery  
Collection**

Location NA

The vast majority of the equipment is from the Blacksmith's Shop, in Bays 1 and 2 of the Locomotive Workshop and includes steam hammers, forges and the hydraulic power equipment used to operate the equipment. Much of this equipment is in situ, often in association with racks of hand tools used in conjunction with the machinery. The collection also includes a significant number of the machines from the Spring Shop, which was in a now-demolished building, previously located between the Locomotive Workshop and the Engine Shop. A few machines also remain from the Wheel Shop, which was originally in Bays 10 to 12 of the Locomotive Workshop.

Machinery is located throughout the Locomotive Workshop, although the vast majority is located in Bays 1 and 2. Machinery has been relocated and interpreted to other areas of the building, and most bays retain at least one item of machinery, which includes large overhead travelling cranes and small hoists and jib cranes.



SHI No.4745456

**White Twin  
Head Vertical  
Borer**

Location Outside (Co)

Name plate: White NJ Patent No 212 677.

NSWG inventory ID: NSW TD C1416.

A small twin head vertical borer with a cast iron chassis painted silver. Dimensions approximately 1500x500x500mm. Has been electrified at a later date.

*Significance:*

While this machine appears to have come from the Eveleigh Locomotive Workshops, its exact purpose and provenance are unknown. Further investigation is required.



SHI No.4745459

**Metal  
stanchions**

Location Outside (Co)

12 steel stanchions, salvaged from the main building. Possibly originally used as mounts for line shafting. Numerous in situ examples are present in the Loco Workshop building.

*Significance:*

These items are removed elements of building fabric with no particular significance and are recommended for disposal.

## ATP S170 Register



Includes 4 timber patter moulds - #5045 (large, in 2 parts), 4968 and 4433.

*Significance:*

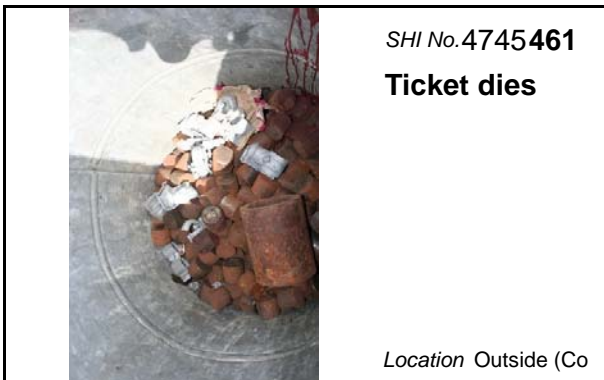
These timber patterns are believed to be four of the thousands that were used in the Eveleigh foundry and stored in the Pattern Store. While they have been disassociated from the original sets with which they were to be used, they are the only surviving examples of this important element of Eveleigh's manufacturing operations.



Riveted wrought iron tank with hatch, 3 pipe entry points and a pressure gauge.

*Significance:*

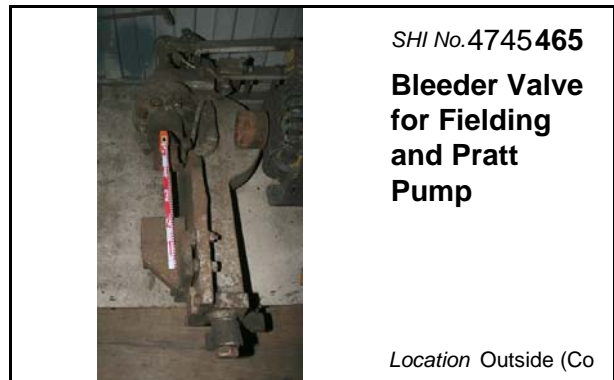
This item is a typical example of its class which lacks sufficient integrity to warrant conservation. It does not have good historical provenance within the site and is not unique to railway manufacturing processes. It is believed to come from the Eveleigh Carriage Workshops. It is recommended for transfer to another agency or disposal.



A 55 gallon steel drum half full with several hundred ticket printing dies.

*Significance:*

These tickets do not relate to the Eveleigh Railway workshops. They are recommended for disposal to the Office of Rail Heritage.



A bleeder valve for the Fielding and Platt Steam Pump.

*Significance:*

This item is a component of the Fielding and Pratt pump located in Bay 3S Annex. It has little significance in its own right but has interpretive value for the Pump Room Assemblage.

## ATP S170 Register



A small orange-painted metal trolley with a lifting mechanism. Presently holding a pallet with 2 small metal billet moulds and five steel billets. 800x500x1000mm

*Significance:*

This item has little significance in its own right but contributes to the understanding of the work practices in the workshops.



The Locomotive Workshop consists of a very large brick building divided into 16 bays running north-south. Each bay was originally used for one or more trades required to repair or manufacture locomotives and their components. The building is of masonry construction with a metal roof and presents as a two storey structure. A series of small annexes have been built along the southern side of the building. Internally, the building is supported on a steel frame and metal roof trusses, which have been incorporated within the redevelopment of the building. Only Bays 1 & 2 at the east end of the building are substantially original, with the remaining bays having been converted to commercial office space, function and exhibition areas in a variety of styles. Items of machinery have been placed on display and interpreted throughout Bays 3 to 16 of the building.

- Bay 1 - Blacksmith shop / interpretation area
- Bay 2 - Blacksmith shop / interpretation area
- Bay 3 - 3 levels of infill offices, commercial kitchen
- Bay 4 - atrium, reception/function area, 3 levels of office



The Eveleigh Locomotive Workshops Precinct consists of a large site to the south of the main railway lines leading into Redfern Station. The Locomotive Workshops Precinct is one half of the overall Eveleigh Railway Workshops, which included both the Locomotive Works and the Carriage Workshops, to the north of the railway line. The Locomotive Workshop Precinct is now the Australian Technology Park and consist of three main historic buildings, a wrought iron water tower and a number of new commercial buildings and land earmarked for commercial redevelopment. The three historic buildings within the Precinct are the Locomotive Workshop, the former Works Managers' Office (now the International Business Centre) and the Engine Shop (now the National Innovation Centre). The modern office buildings further south on the site are not included within the heritage precinct, although this land was originally part of the Workshops site.

Historically, the Precinct encompassed a large area and included the above three buildings as well as a Spring Shop



The former Works Managers' Office retains most of the features from its 1940s incarnation. Internally however the building has been completely reconfigured. The building is a two storey rendered masonry structure with a T-shaped floor plan, with the short leg of the T formed by the 1940s extension on the east end. The building is painted off-white with maroon trim and detailing. A green corrugated metal gabled roof runs the length of the main building, with a double gabled roof on the 1940s extension at 90 degrees. A bull-nosed verandah supported on decorative cast iron columns with iron lace capitals wraps around the west end of the building. Entry to the building is via a door in the east end, which had had a new light and access secure plate glass doors installed in place of the original doors. All external windows have been replaced with non-opening double glazed windows. Metal sun awnings have been installed along some of the first floor windows along the north side of the building. A large freestanding air conditioning plant has been installed on the hardstand area to the north of the building.

## ATP S170 Register



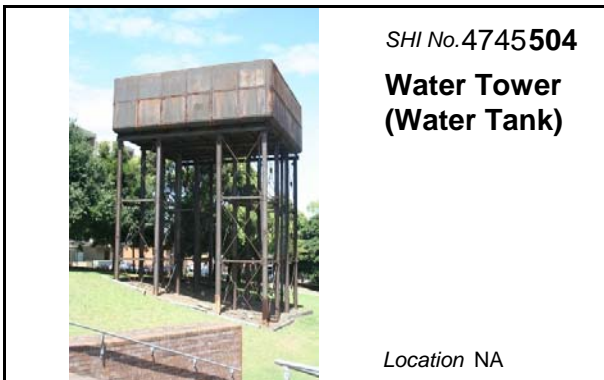
The former Engine Shop consists of a large masonry building with a corrugated metal roof. The building presents as two storeys externally but has been reconfigured internally to provide three levels. The Engine Shop was built in two sections - the northern section was built in 1907 and consisted of two long bays running north-south with large doors in either end, capable of allowing locomotives in and out of the building. Along the side, the building was divided into 8 bays highlighted with decorative brick pilasters. In 1914, the building was extended to the south. This new section has seven bays along the and a five segment sawtooth roof, facing south. The bays on the sides of the buildings each contain a pair of openable steel arched windows with sandstone sills at the lower level, with another pair of smaller, non-opening steel framed windows with brick sills at the top level. The ends of the buildings repeat this fenestration pattern, with the top arches of the windows picked out in polychrome brick. The external configuration of the building is little changed, save for the loss of the original arched timber doors at either end of the building. A pair of arched timber



Includes a small electric motor and a small pump of unknown provenance.

*Significance:*

This item is a typical example of its class which lacks sufficient integrity to warrant conservation. It does not have good historical provenance within the site and is not unique to railway manufacturing processes. It is recommended for disposal.



Name plate: 'MAKERS / PERWAY. SHOP / NEWCASTLE / 1926'.

A square, open-topped tank constructed of riveted wrought iron, atop 16 steel I-beam legs. Water was conveyed into and out of the tank via a pair of pipes on the underside. A metal maker's plate is mounted on the north side. The legs are secured via cross-bracing.

*Significance:*

The Water Tower is typical of late 19th century railway water towers, consisting of an open-topped riveted wrought iron tank on a metal stand. This tank, while typical of those used throughout the NSW railway network, is an important contributory element to the Eveleigh Locomotive Workshops Precinct and contributes to the understanding of the place as a site of railway manufacturing enterprise. It is also unusual in an urban context.