

ATP S170 Register

Bay 5

150	Lang & Sons Spring Coiler MSC2	5S 1W
202	Ransomes & Rapier Overhead Travelling Crane L8	5N 8C
411	Bay 5 Turntable	5S Exterior

Total number of items: 3

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Name plate: 'RANSOMES & RAPIER LTD / MAKERS / IPSWICH . ENGLAND / LOAD 25 TONS'. 'L8' (on cabin).

Cast-iron riveted twin-beam overhead travelling crane with timber platform spanning Bay 5. It has an upper carriage to hold the cable and motor for the pair of hoists (one main, one auxiliary). A driver's cabin (with curtain intact) is slung below the beams on the eastern end. It contains a fuse box and controllers for the transverse and longitudinal travel and for the hoist. Power cables (now disconnected from the power supply) run along the western beam. The crane is 4m wide.

Significance:

This Ransomes & Rapier Overhead Travelling Crane is one of the component machines of the Eveleigh Railway Workshops Machinery Collection and one of 12 steam- and electric-powered overhead travelling cranes surviving in situ in the Locomotive Workshops building. It is primarily significant as an early example of overhead cranes installed in the workshops in the late 19th and early 20th centuries. It demonstrates the operation of the Workshops in the



Cast-iron circular turning table with rail-track guide in front of Bay 5. It measures 480cm (diameter). It has been built up inside a large bitumen speed bump and appears to be elevated from its original operating height.

Significance:

This item is a component of the Eveleigh Locomotive Workshops and assists in interpreting the historic operation of the site.



Name plate: 'JOHN LANG & SONS / JOHNSTONE / PATENT'.

NSWG inventory ID: 'PTC NSW / MSC2 / SO [blank]'.

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

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. It measures 390cm (L) x 140cm (W) x 1350cm (H). Painted grey with red handles. The coiler measures 390cm (L) x 140cm (W) x 135cm (H). The working bed is 200cm long and 75cm wide.