

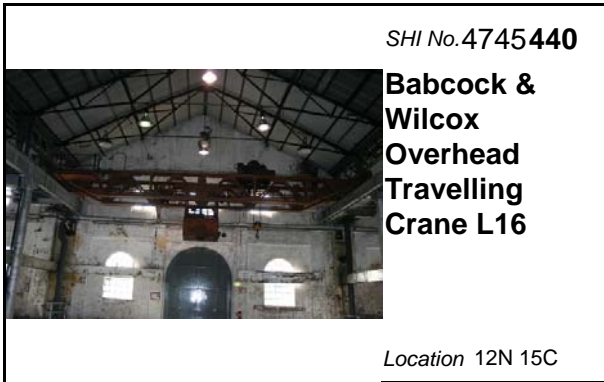
ATP S170 Register

Bay 12

440	Babcock & Wilcox Overhead Travelling Crane L16	12N 15C
441	Hoist	12S 4W
442	Hoist	12S 5W

Total number of items: 3

ATP S170 Register

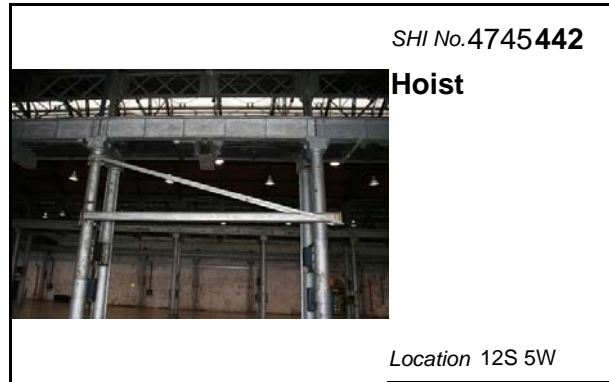


Name plate: 'BABCOCK & WILCOX LTD / MAKERS LONDON & RENFREW / LOAD NOT TO EXCEED 5 TONS' // 'BABCOCK & WILCOX' (on hoist) // 'L16' (on crane cab).

Cast-iron riveted twin-beam overhead travelling crane with lattice girders spanning Bay 12. It has an upper carriage to hold the cable and motor for the hoist. A metal-clad, timber-frame driver's cabin is slung below the beams in the centre of the crane. 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. Painted orange-brown. The crane is 3.3m wide.

Significance:

This Babcock & Wilcox 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 the first electric cranes installed in the



Name plate: 'AIS 20[3] x 52'.

This small wall crane consists of a jib made from an AIS steel beam (6.3m long) and a steel plate for the main brace. The crane is stayed against the southern-most cast iron columns in area 1 between Bays 12 and 13. Silver painted.

Significance:

This item is typical of the small hoists used throughout the site. The item assists in interpreting the complex manual handling required for locomotive manufacture.



This small wall crane consists of a jib made from a steel beam (6.2m long) and a steel plate for the main brace. The crane is stayed against the northern-most cast iron columns in area 4 between Bays 12 and 13. An extra steel plate guard has been fitted to the top of the beam. Silver painted.

Significance:

This item is typical of the small hoists used throughout the site. The item assists in interpreting the complex manual handling required for locomotive manufacture.