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CSA 088359

**EVELEIGH WORKSHOPS MANAGEMENT PLAN FOR  
MOVEABLE ITEMS AND SOCIAL HISTORY**

**Volume IV Photographic Bibliography**

**July 1996**

**Prepared for**



**City West Development Corporation**



**State Rail Authority**



**Department of Urban Affairs and  
Planning**

**H016**

GODDEN  
MACKAY

This is **Volume IV** of a six-volume set of reports commissioned by City West Development Corporation, State Rail Authority and the Department of Urban Affairs and Planning.

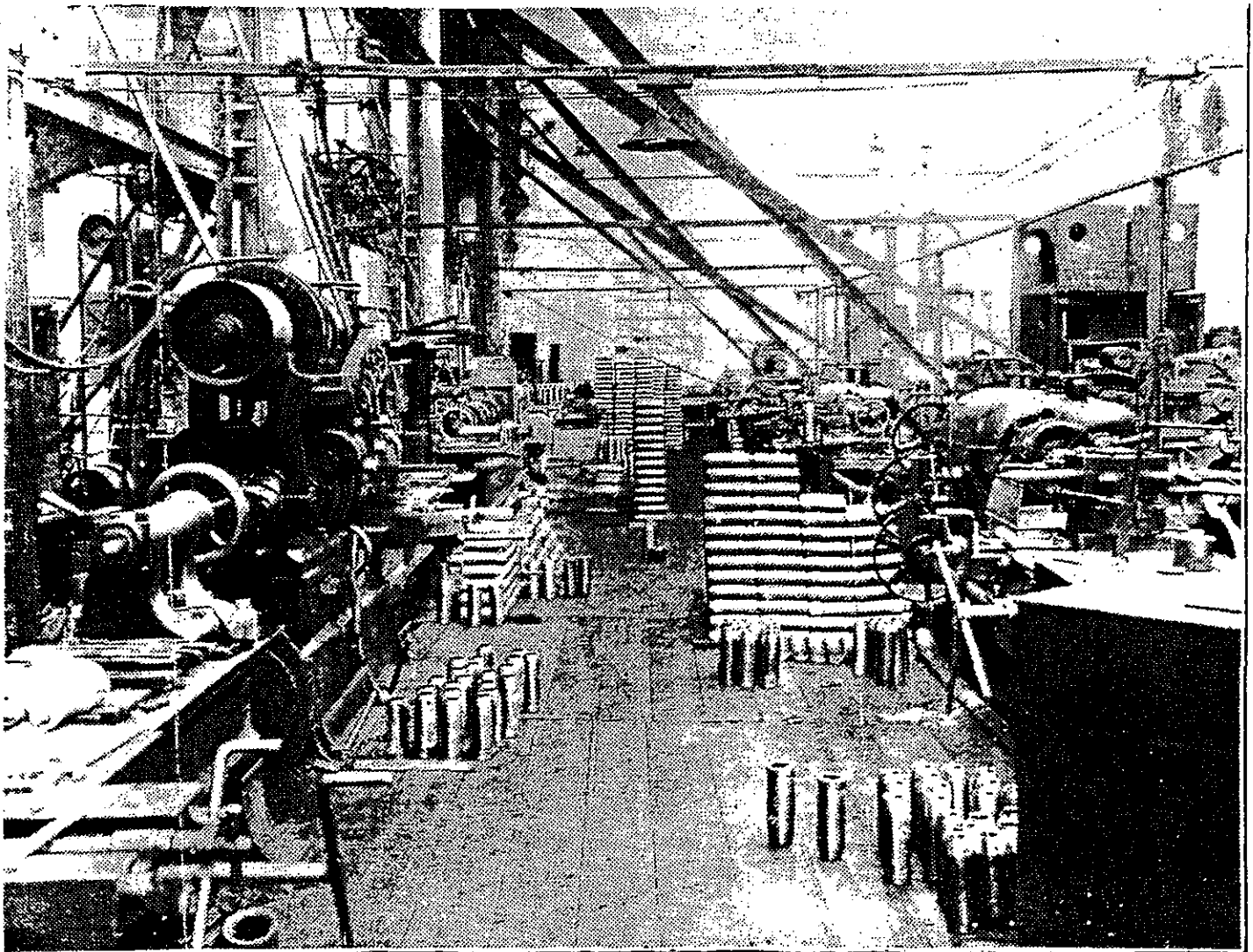
- Volume I      Management Plan for Moveable Items
- Volume II     Social and Oral History
- Volume III    Inventory
- Volume IV    Photographic Bibliography**
- Volume V     Oral History Transcripts
- Volume VI    Appendices

This photographic bibliography was compiled by Dr. Lucy Taska and Joan Kent.



UNKNOWN PHOTOGRAPHER

97. Rec# 10. Unknown Photographer, Newspaper photographer  
MUNITION MAKING IN NSW Lathes and Finished Shell Bodies  
at Eveleigh . The Soldier. Sydney; 1916 Aug 11: p.11.  
Note: By courtesy, "The Sun" - brought to attention by  
Paul Ashton.  
Shows stacks of finished shell bodies in the lathe  
section of the Eveleigh Machine Shops during World War  
1.



MUNITION MAKING IN N.S.W.

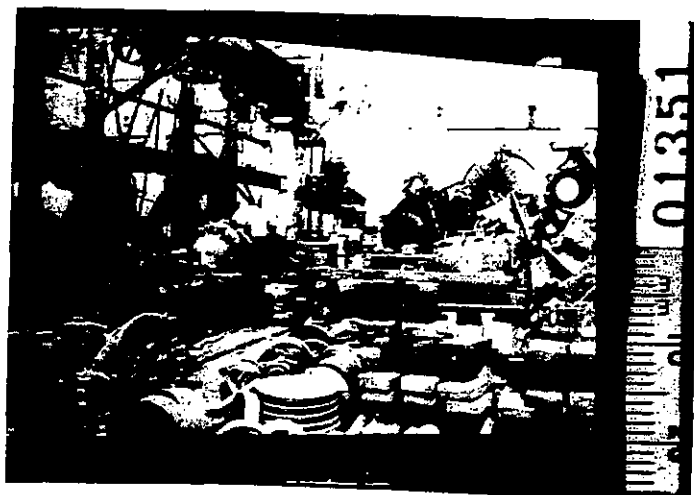
Lathes and Finished Shell Bodies, at Eveleigh

(By courtesy, "The Sun")

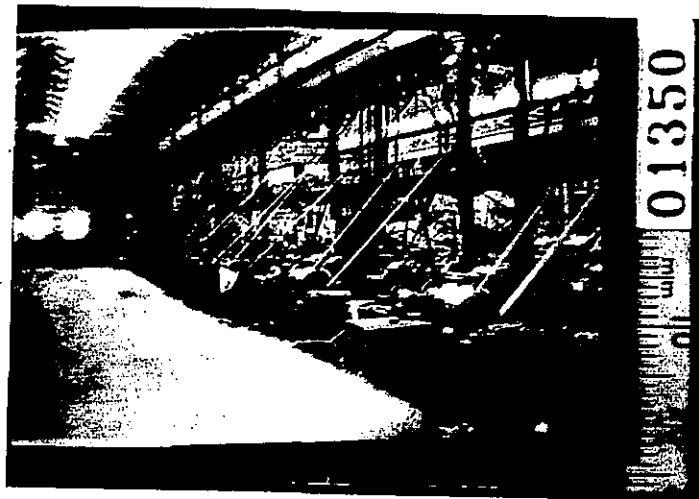
59. Rec# 20. Hinder, M. C. Outside the running sheds, Eveleigh,  
during 1917 strike . Sydney: At Work & Play Collection;  
1917; Still 01346: Mitchell Library.  
Shows a full yard of engines and rollingstock, due to  
1917 strike.



54. Rec# 30. Hinder, M. C. Corner of machine shop, Eveleigh -  
during 1917 railway strike . Sydney: At Work & Play  
Collection; 1917; Still 01351: Mitchell Library.  
Indicates working and safety conditions in Machine Shop.



55. Rec# 40. Hinder, M. C. A few of the lathes - Eveleigh railway workshop (interior) - during 1917 strike . Sydney: At Work & Play Collection; 1917; Still 01350: Mitchell Library.  
Note unprotected drive belts from overhead lineshaft and unenclosed catwalks.



HINDER, M.C.

53. Rec# 50. Hinder, M. C. 'The corned beef rush' during the 1917 railway strike - Eveleigh railway workshop . Sydney: At Work & Play Collection; 1917; Still 01353: Mitchell Library.  
'Looking after the Union members' during the 1917 strike.



UNKNOWN

76. Rec# 60. Unknown, Photographer Group of strikebreakers from Upper Hunter region during 1917 strike . Sydney: At Work & Play Collection; 1917; Still 03933: Mitchell Library. Known as 'loyalists', strikebreakers were railed in to Eveleigh to maintain a minimum level of service during the strike.

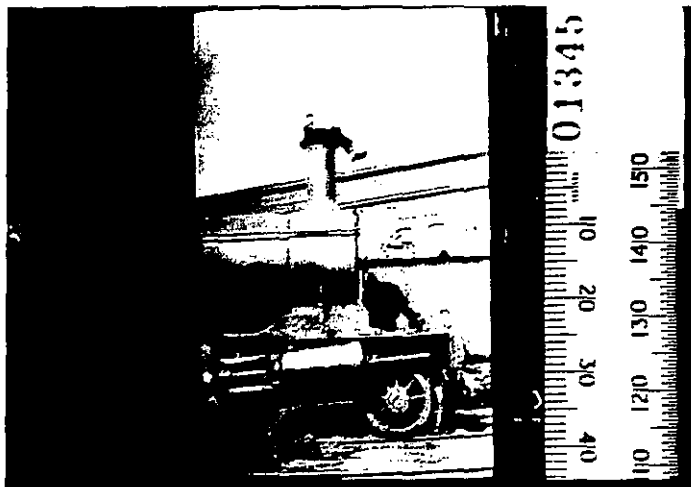




58. Rec# 70. Hinder, M. C., Photographer 'Our mob on engine,  
foreman standing by piston'. Taken during 1917 rail  
strike . Sydney: At Work & Play Collection; 1917; Still  
01347: Mitchell Library.  
Pupils from S.C.E.G.S., Sydney brought in to carry out  
labouring at the yards.



62. Rec# 80. Hinder, M. C., Photographer Sitting in tunnel [sic]  
of steam train at Eveleigh Railway workshops during 1917  
strike . Sydney: At Work & Play Collection; 1917; Still  
01345: Mitchell Library.  
One of S.C.E.G.S. pupils brought in to 'labour' at  
Eveleigh during the strike.



61. Rec# 90. Hinder, M. C., Photographer SCEGS pupils cleaning engines during 1917 rail strike at Eveleigh . Sydney: At Work & Play Collection; 1917; Still 01349: Mitchell Library.  
Names: Bruce Briley, Roy England & 'MacDonald'.

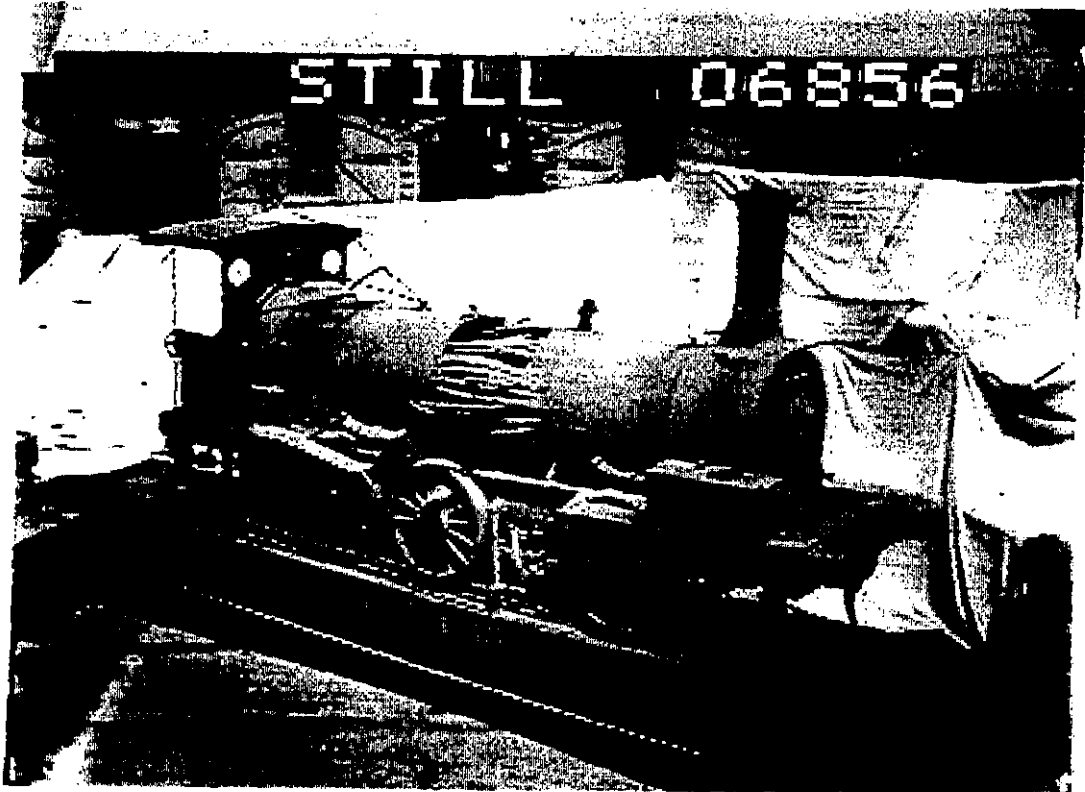


86. Rec# 110. Unknown, Photographer Railway workshops . Sydney:  
Government Printing Office Collection, Series II; 1938  
Mar; Still 27776: Mitchell Library.  
Oral History from Bob Matthews (ESHP, February 1996)  
suggests this was taken in the Ev



84. Rec# 120. Unknown, Photographer Railway engine (boiler burst)  
. Redfern, Sydney: Government Printing Office  
Collection, Series II; 1880; Still 06856: Mitchell  
Library.

Although taken at Redfern Yards before the construction  
of Eveleigh Workshops, this demonstrates the extent of  
'repairs' required to be carried out. Refer also Stills  
06857, 07080, 07082.



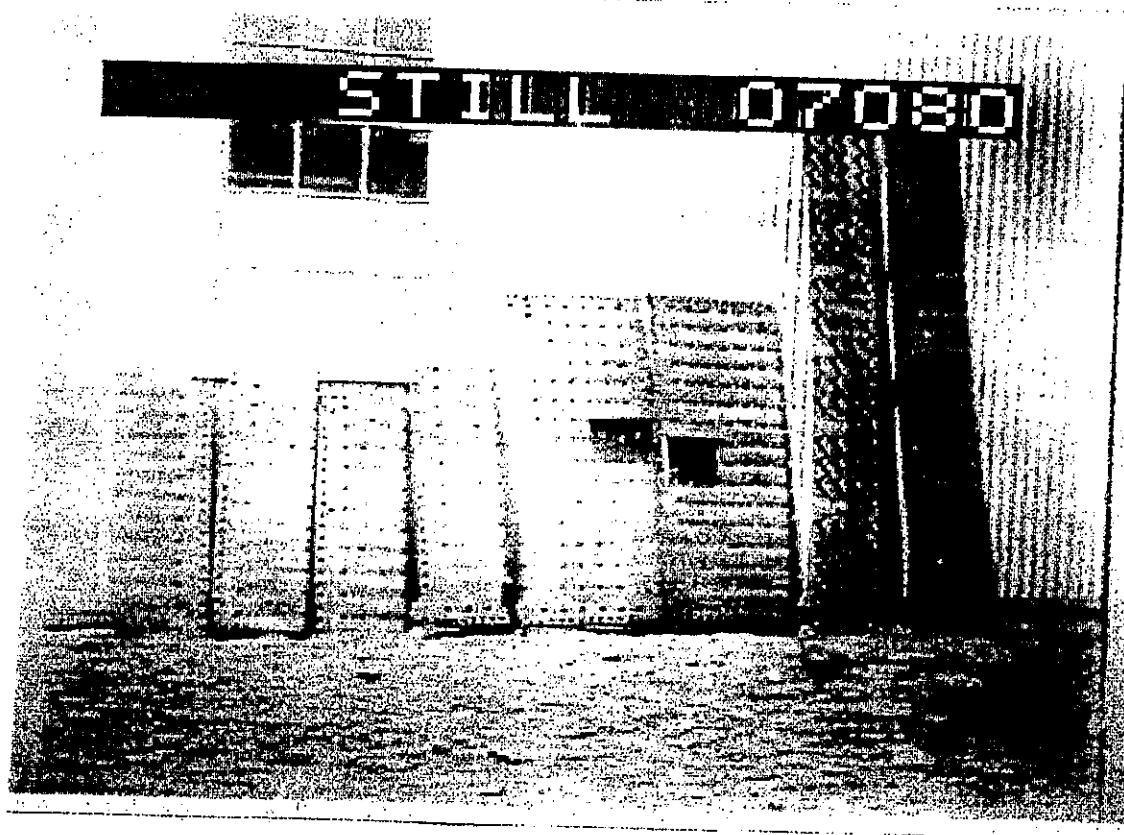
85. Rec# 130. Unknown, Photographer Railway engine (boiler burst)  
. Redfern, Sydney: Government Printing Office  
Collection, Series II; 1880; Still 06857: Mitchell  
Library.

Although taken at Redfern Yards, before the construction  
of Eveleigh Workshops, this illustrates the scale of  
repairs which could be required. Refer also Stills  
06856, 07080, 07082.



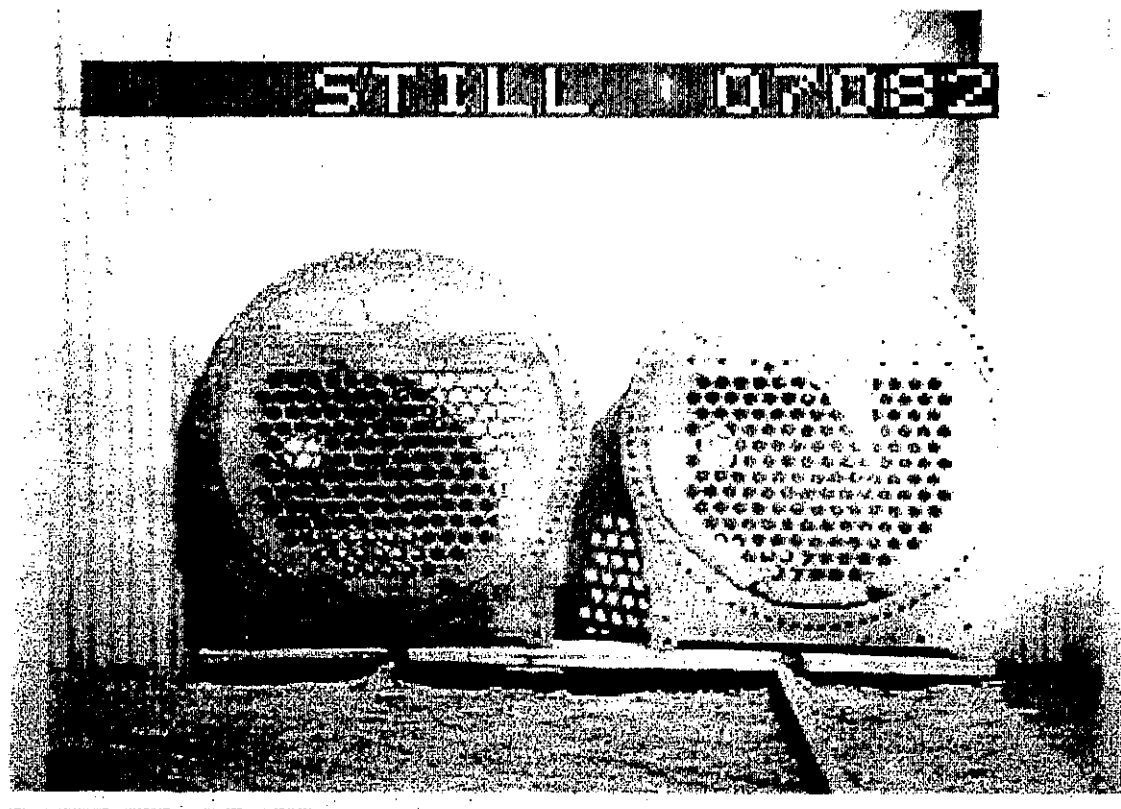
80. Rec# 140. Unknown, Photographer Part of railway engine boiler  
. Redfern, Sydney: Government Printing Office  
Collection, Series II; 1883; Still 07080: Mitchell  
Library.

Although taken at Redfern Yards, before the construction  
of Eveleigh Workshops, this illustrates the scale of  
repairs which could be required. Refer also Stills  
06856, 06857, 07082.



81. Rec# 150. Unknown, Photographer Part of railway engine boiler  
. Redfern, Sydney: Government Printing Office  
Collection, Series II; 1883; Still 07082: Mitchell  
Library.

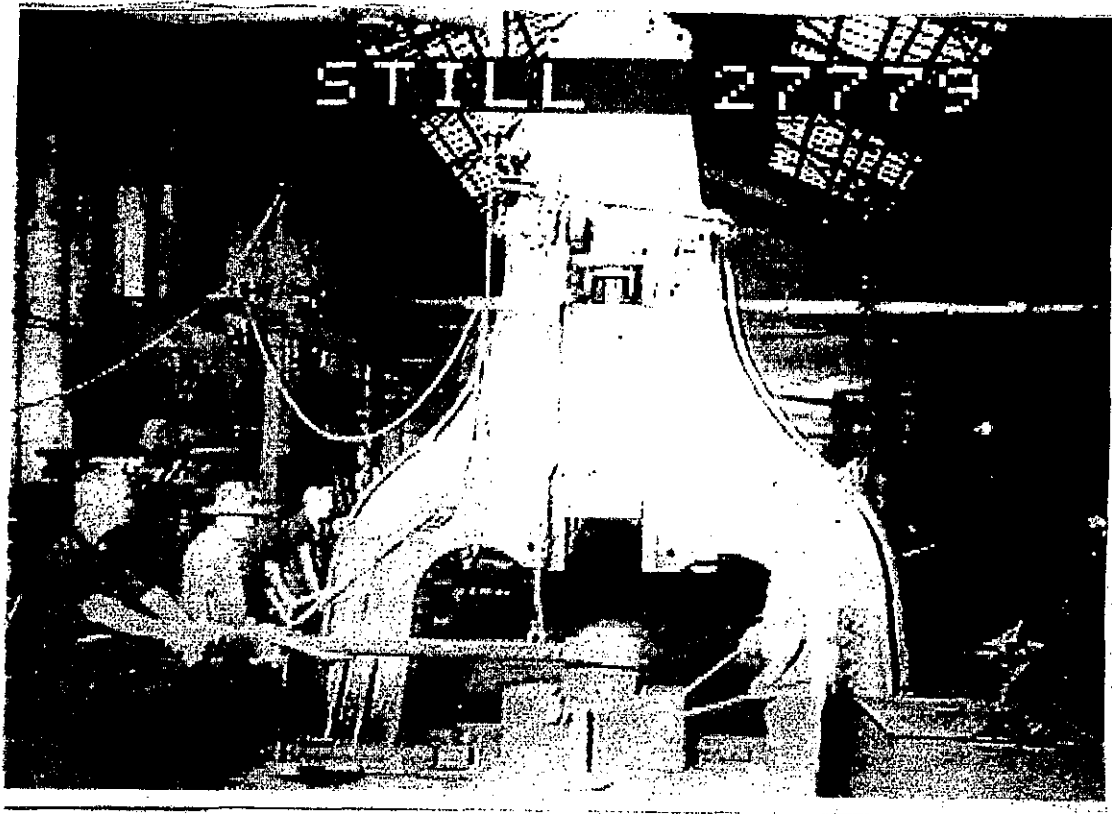
Although taken at Redfern Yards, before the construction  
of Eveleigh Workshops, this illustrates the scale of  
repairs which could be required. Refer also Stills  
06856, 06857, 07080.





87. Rec# 160. Unknown, Photographer Railway workshops (unidentified) . Sydney: Government Printing Office Collection, Series II; 1938 Mar; Still 27779: Mitchell Library.

Although 'unidentified' in the Collection, Bob Matthews (Oral History, ESHP, February, 1996) identifies this as taken in the Blacksmith Shop at Eveleigh Workshops. Matthews explained the status of the participants - the two workmen left foreground were skilled metalworkers, while those in the background were labourers who responded to the instructions of the metalworkers operating the large hammer mill.



82. Rec# 170. Unknown, Photographer Railway and Tramway Ambulance Corps - Completion of Practice [Magazine illustration]. New South Wales Railway Budget. Sydney: NSW Railway Institute; 1905 Jun 1: p 231.

Reproduction of GPO photograph depicting a number of railwaymen during an Ambulance Corps practice session - shows anatomical charts, stretchers and men wearing arm slings, etc.

ML DQ 339.5/1.



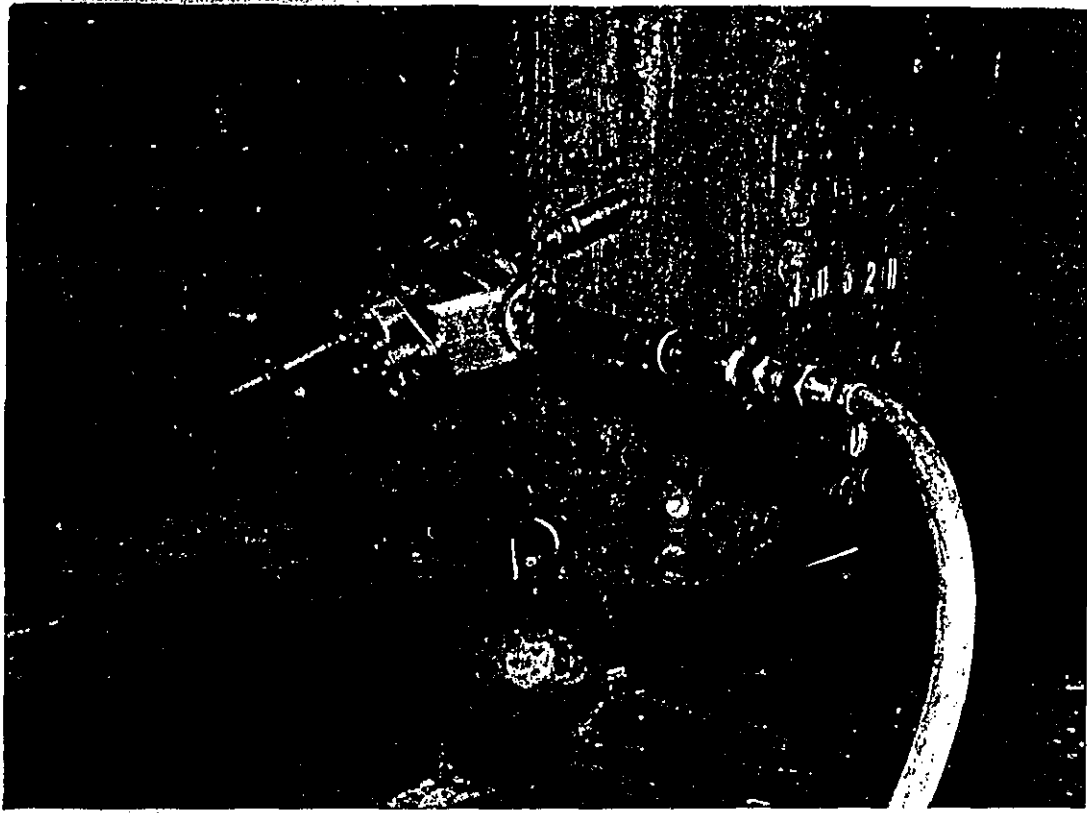
RAILWAY AND TRAMWAY AMBULANCE CORPS—COMPLETION OF PRACTICE.

83. Rec# 180. Unknown, Photographer Railway and Tramway Ambulance Corps at Work [Magazine illustration]. New South Wales Railway Budget. Sydney: NSW Railway Institute; 1905 Jun 1: p 241. .  
Reproduction of GPO photograph depicting four railwaymen during an Ambulance Corps practice session.  
ML DQ 339.5/1.



NEW SOUTH WALES RAILWAY AND TRAMWAY AMBULANCE CORPS AT WORK

88. Rec# 190. Unknown, Photographer Safety Promotion & Personal Injury Prevention Report . Report of Survey carried out within NSWDR for the purpose of studying the causes pf injuries listed under Manual Handling & to make suggestions for elimination of these injuries. Sydney: NSWDR - Mechanical Branch; 1962 Apr 2: Fig. 15.  
Note: X-ref Eepphoto 200. Original print shows background w/shop information.  
A tour of the Eveleigh Loco W/shops showed that some thought had been given to prevention of strains. The temporary set up for supporting the weight of a fairly large portable drilling machine as depicted in Figs. 15 and 16 shows what can be done. It can well be imagined how much strain would be involved if the tool was used without the support shown.  
SRAA: A88/44-Box 2.



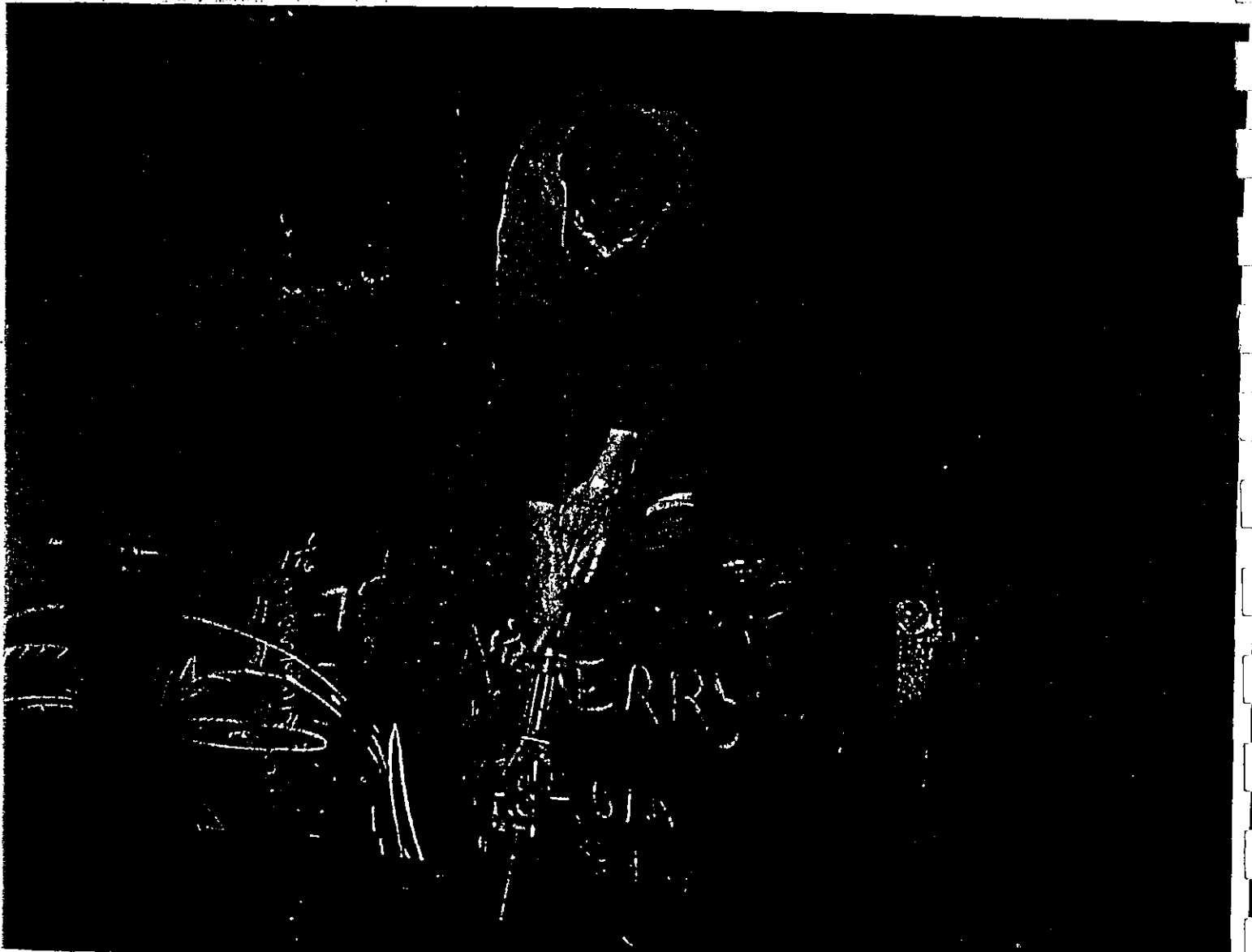
Bibliography- Photographic

1. Rec# 200. Unknown, Photographer Safety Promotion & Personal Injury Prevention Report . Report of Survey carried out within NSWDR for the purpose of studying the causes of injuries listed under Manual Handling & to make suggestions for elimination of these injuries. Sydney: NSWDR - Mechanical Branch; 1962 Apr 2: Fig. 16.  
Note: X-ref Evephoto 190. Original print shows background w/shop information.  
A tour of the Eveleigh Loco W/shops showed that some thought had been given to prevention of strains. The temporary set up for supporting the weight of a fairly large portable drilling machine as depicted in Figs. 15 and 16 shows what can be done. It can well be imagined how much strain would be involved if the tool was used without the support shown.  
SRAA: A88/44-Box 2.



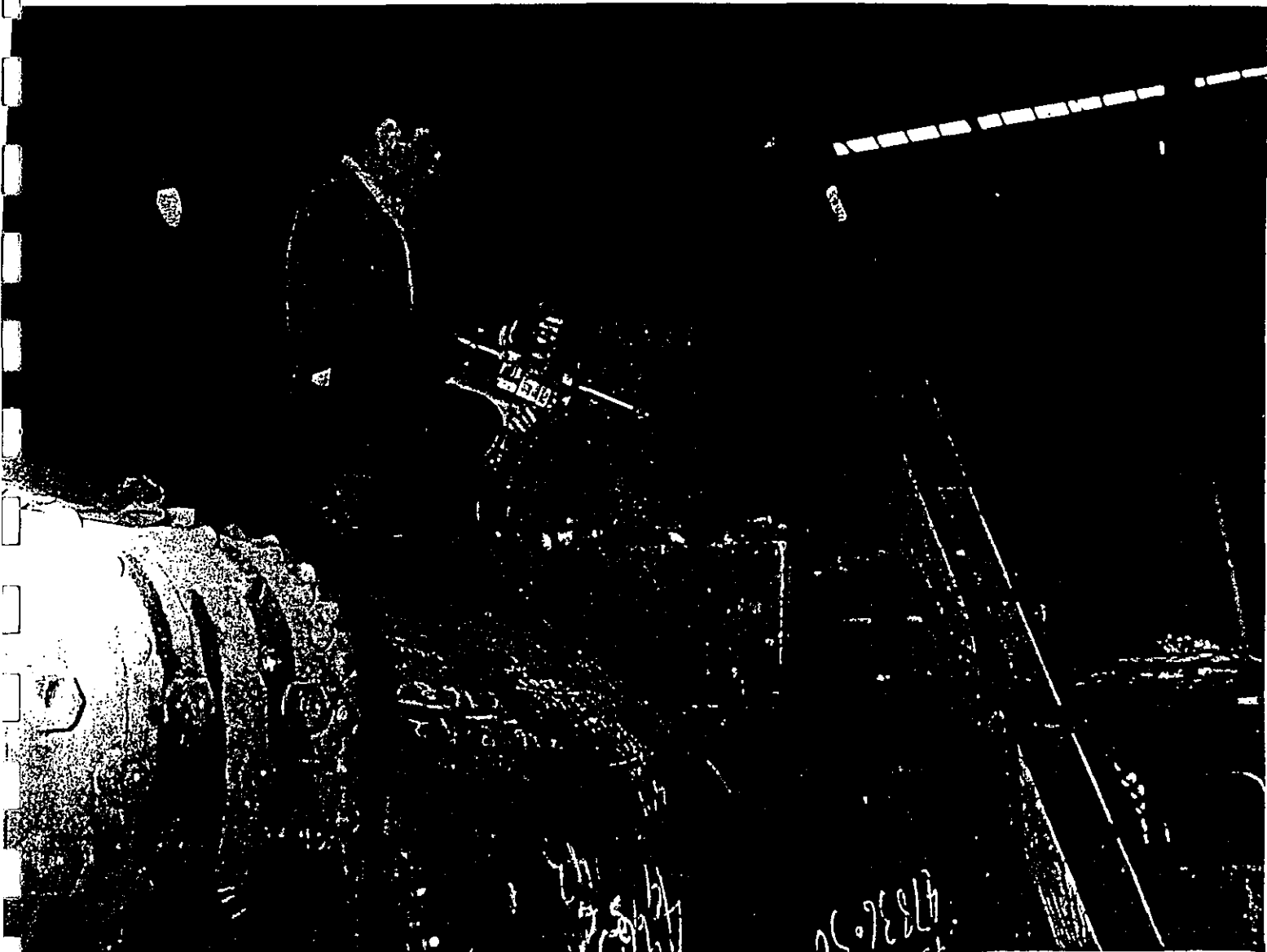
Bibliography- Photographic

1. Rec# 210. Unknown, Photographer Safety Promotion & Personal Injury Prevention Report . Report of Survey carried out within NSWDR for the purpose of studying the causes of injuries listed under Manual Handling & to make suggestions for elimination of these injuries. Sydney: NSWDR - Mechanical Branch; 1962 Apr 2: Fig. 21.  
Note: X-ref Evephoto 220. Original print gives backbround w/shop information.  
Figures 21 & 22 show a good comparison between good and bad methods. The photograph (Fig.21) showing the workmen sitting astride the boiler and reaching down for the portable drilling machine is shown as a common cause of hernia. This photograph was specially posed for and is not a method used at Eveleigh. It is shown purely as a comparison to the normal practice of installing a safe working platform which will eliminate the need for any reaching. Notice too the fact that the ladder is well secured for safety.  
SRAA: A88/44-Box 2.



Bibliography- Photographic

1. Rec# 220. Unknown, Photographer Safety Promotion & Personal Injury Prevention Report . Report of Survey carried out within NSWDR for the purpose of studying the causes of injuries listed under Manual Handling & to make suggestions for elimination of these injuries. Sydney: NSWDR - Mechanical Branch; 1962 Apr 2: Fig. 22.  
Note: X-ref Evephoto 210. Original print reveals background w/shop information.  
Figures 21 & 22 show a good comparison between good and bad methods. The photograph (Fig.21) showing the workmen sitting astride the boiler and reaching down for the portable drilling machine is shown as a common cause of hernia. This photograph was specially posed for and is not a method used at Eveleigh. It is shown purely as a comparison to the normal practice of installing a safe working platform which will eliminate the need for any reaching. Notice too the fact that the ladder is well secured for safety.  
SRAA: A88/44-Box 2.



Bibliography- Photographic

1. Rec# 230. Unknown, Photographer Safety Promotion & Personal Injury Prevention Report . Report of Survey carried out within NSWDR for the purpose of studying the causes of injuries listed under Manual Handling & to make suggestions for elimination of these injuries. Sydney: NSWDR - Mechanical Branch; 1962 Apr 2: Fig. 14.  
Note: Original print reveals background w/shop information.

Figure 14 is intended to show a comparison between working levels on repair benches. The tradesman on the left nearest the camera is working at a lower level than the other tradesman. The two vices differ in size causing this, and the nearest tradesman has to bend his back to the work. The second tradesman is in a more comfortable posture and will not feel the strain. Bench levels are important in preventing back strain. Figures for height of benches are available at the Division of Occupational Health but a quick assessment can be made by measuring the distance from the floor to the man's elbow height whe he is standing erect with his feet placed for stability.

SRAA: A88/44-Box 2.





## Bibliography- Photographic

1. Rec# 240. Unknown, Photographer Safety Promotion & Personal Injury Prevention Report . Report of Survey carried out within NSWDR for the purpose of studying the causes of injuries listed under Manual Handling & to make suggestions for elimination of these injuries. Sydney: NSWDR - Mechanical Branch; 1962 Apr 2: Fig. 17.  
Note: X-ref Evephoto 250. Original print reveals background w/shop information.  
Foundry work has its problems too. Figs. 17 & 18 show the common practice of pulling the ladle of metal along for pouring into the moulds. The habit of pulling and pushing with the feet together is prevalent amongst many workers and as shown in the two photographs the weight of the body is well outside the perpendicular above their feet. This action not only prevents the full use of body weight but places a great deal of strain on the arms, shoulders, back and abdomen. The workman is subconsciously preparing himself for a fall in the event of his hands slipping and much of the muscle work is being applied to counteract this possibility. Once again the correct placement of the feet will allow effective use of the body weight to make the work easier and give better control. This will also eliminate any possibility of falling if the grip failed.

SRAA: A88/44-Box 2.



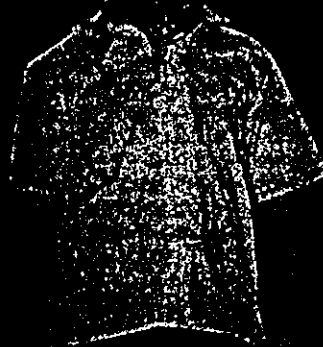
## Bibliography- Photographic

1. Rec# 250. Unknown, Photographer Safety Promotion & Personal Injury Prevention Report . Report of Survey carried out within NSWDR for the purpose of studying the causes of injuries listed under Manual Handling & to make suggestions for elimination of these injuries. Sydney: NSWDR - Mechanical Branch; 1962 Apr 2: Fig. 18.  
Note: X-ref Evephoto 240. Original print reveals background w/shop information.  
Foundry work has its problems too. Figs. 17 & 18 show the common practice of pulling the ladle of metal along for pouring into the moulds. The habit of pulling and pushing with the feet together is prevalent amongst many workers and as shown in the two photographs the weight of the body is well outside the perpendicular above their feet. This action not only prevents the full use of body weight but places a great deal of strain on the arms, shoulders, back and abdomen. The workman is subconsciously preparing himself for a fall in the event of his hands slipping and much of the muscle work is being applied to counteract this possibility. Once again the correct placement of the feet will allow effective use of the body weight to make the work easier and give better control. This will also eliminate any possibility of falling if the grip failed.  
SRAA: A88/44-Box 2.



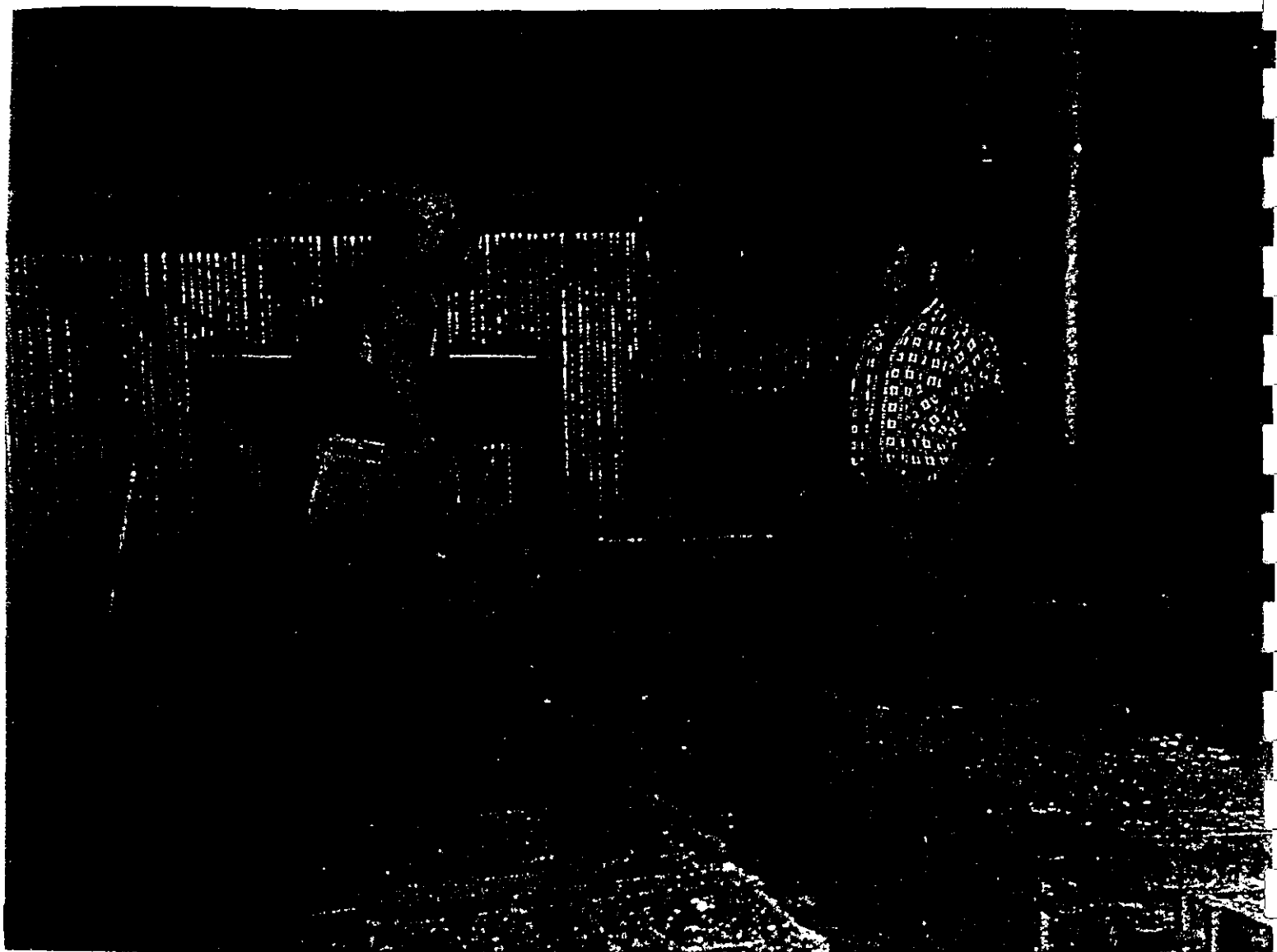
## Bibliography- Photographic

1. Rec# 260. Unknown, Photographer Safety Promotion & Personal Injury Prevention Report . Report of Survey carried out within NSWDR for the purpose of studying the causes of injuries listed under Manual Handling & to make suggestions for elimination of these injuries. Sydney: NSWDR - Mechanical Branch; 1962 Apr 2: Fig. 19.  
Note: X-ref Evephoto 270. Original print reveals background w/shop information.  
When it comes to team lifting as shown in Figures 19 and 20 it is important that the men are of reasonably even height and reach. Notice how in Figure 19 where one man about 6 feet in height working with another man about 8 inches shorter the load is being carried at an angle where the tendency is for the load to lie more on the shorter man. The illustrations described are typical of the causes of strain injuries and while they remain the long list of back and abdominal injuries will also remain with us.  
SRAA: A88/44-Box 2.



Bibliography- Photographic

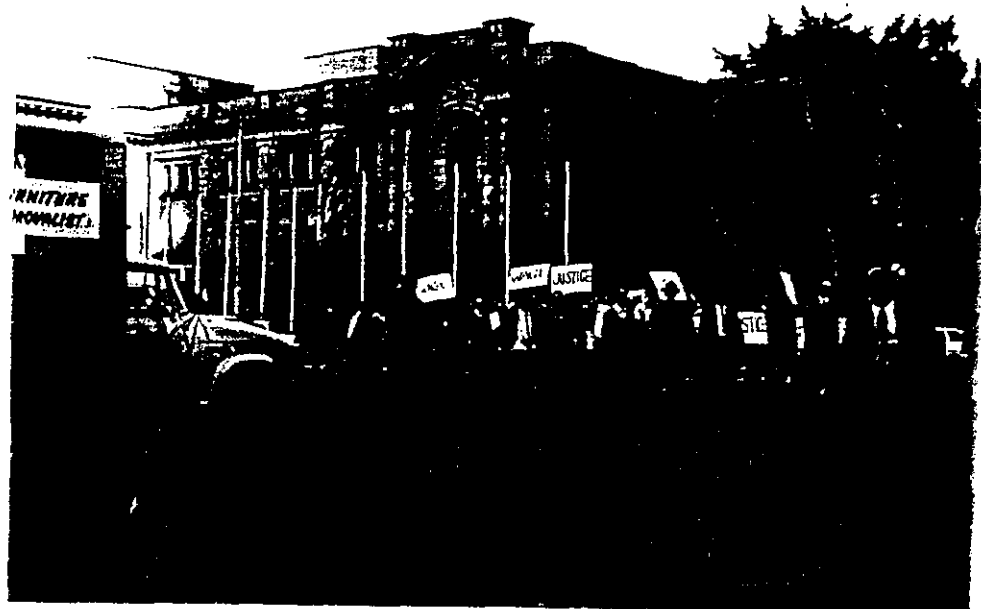
1. Rec# 270. Unknown, Photographer Safety Promotion & Personal Injury Prevention Report . Report of Survey carried out within NSWDR for the purpose of studying the causes of injuries listed under Manual Handling & to make suggestions for elimination of these injuries. Sydney: NSWDR - Mechanical Branch; 1962 Apr 2: Fig. 20.  
Note: X-ref Evehoto 260. Original print reveals background w/shop information.  
When it comes to team lifting as shown in Figures 19 and 20 it is important that the men are of reasonably even height and reach. Notice how in Figure 19 where one man about 6 feet in height working with another man about 8 inches shorter the load is being carried at an angle where the tendency is for the load to lie more on the shorter man. The illustrations described are typical of the causes of strin injuries and while they remain the long list of back and abdominal injuries will also remain with us.  
SRAA: A88/44-Box 2.



71. Rec# 280. Johnson, Keith, Photographer Eveleigh Railwaymen  
Protest March [Slide]. Sydney; 1970 Aug.

Note: Copied from original held by Keith Johnson, 121  
National Avenue, Loftus, 2232 (02) 7599749.

Record of a protest march (not identified) from the  
Eveleigh Workshops to Central Station in August 1970,  
following a stop-work meeting.

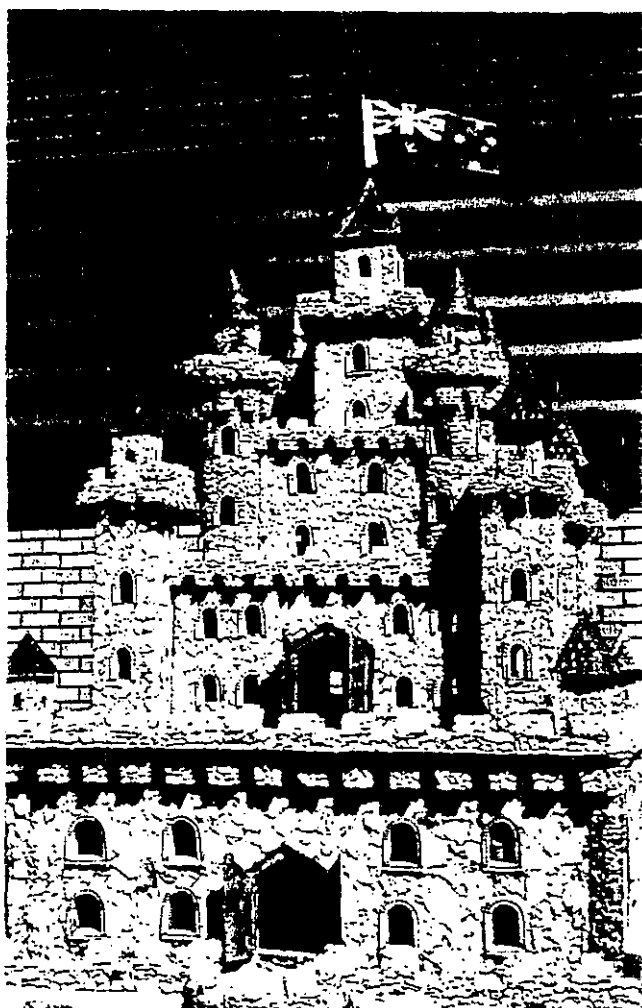


JOHNSON, KEITH

66. Rec# 290. Johnson, Keith, Photographer Castle, Eveleigh Workshops [Slide]. Sydney; 1970 Dec.

Note: Copied from original held by Keith Johnson, 121 National Avenue, Loftus, 2232 (02) 7599749. See also Evephoto 300, 310, 320, 330.

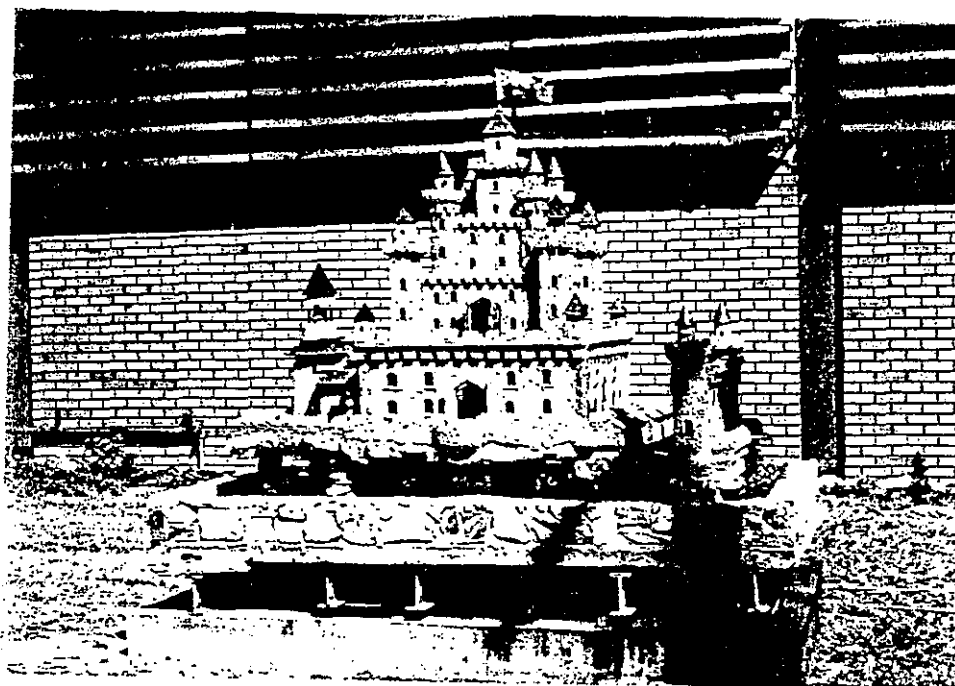
Photograph of one of two castles constructed of concrete by a migrant worker who lived in the single men's quarters at Enfield. Also constructed fishponds and statues which have since deteriorated and disappeared. Refer Oral History Interview with Vaughan Givillian, Roll 33 Railway History Project.



67. Rec# 300. Johnson, Keith, Photographer Castle, Eveleigh Workshops [Slide]. Sydney; 1970 Dec.

Note: Copied from original held by Keith Johnson, 121 National Avenue, Loftus, 2232 (02) 7599749. See also Evephoto 290, 310, 320, 330.

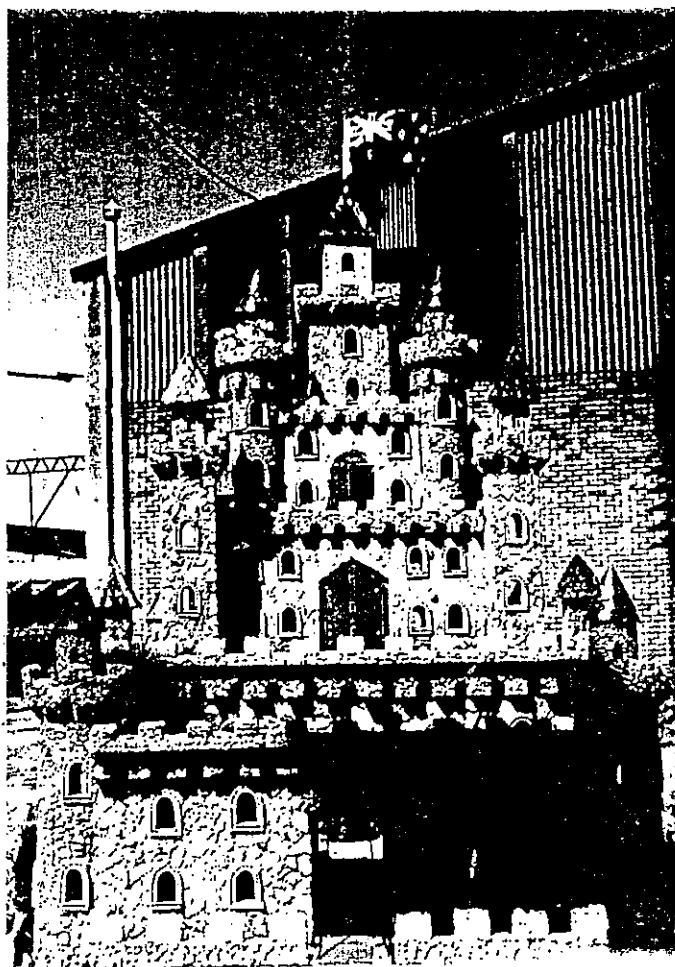
Photograph of one of two castles constructed of concrete by a migrant worker who lived in the single men's quarters at Enfield. Also constructed fishponds and statues which have since deteriorated and disappeared. Refer Oral History Interview with Vaughan Givillian, Roll 33 Railway History Project.



68. Rec# 310. Johnson, Keith, Photographer Castle, Eveleigh Workshops [Slide]. Sydney; 1970 Dec.

Note: Copied from original held by Keith Johnson, 121 National Avenue, Loftus, 2232 (02) 7599749. See also Evephoto 290, 300, 320, 330.

Photograph of one of two castles constructed of concrete by a migrant worker who lived in the single men's quarters at Enfield. Also constructed fishponds and statues which have since deteriorated and disappeared. Refer Oral History Interview with Vaughan Givillian, Roll 33 Railway History Project.

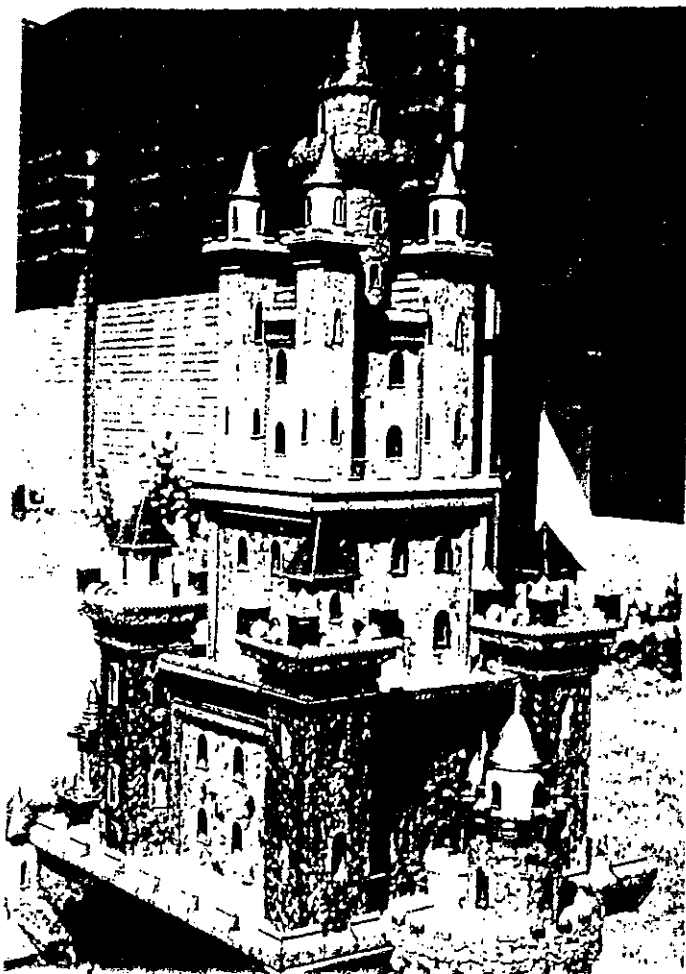




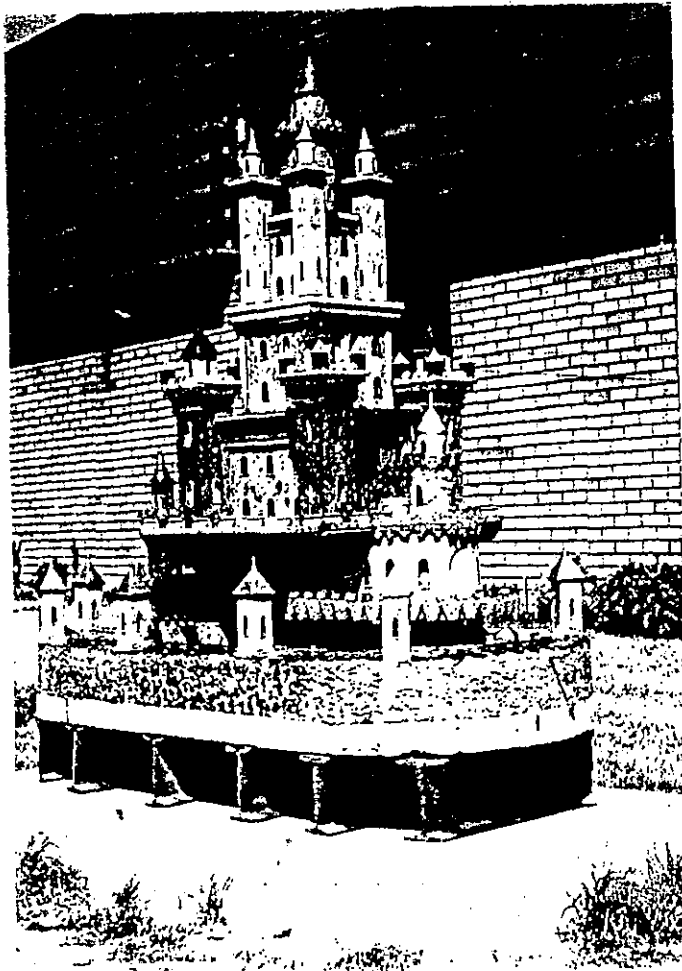
69. Rec# 320. Johnson, Keith, Photographer Castle, Eveleigh Workshops [Slide]. Sydney; 1970 Dec.

Note: Copied from original held by Keith Johnson, 121 National Avenue, Loftus, 2232 (02) 7599749. See also Evephoto 290, 300, 310, 330.

Photograph of one of two castles constructed of concrete by a migrant worker who lived in the single men's quarters at Enfield. Also constructed fishponds and statues which have since deteriorated and disappeared. Refer Oral History Interview with Vaughan Givillian, Roll 33 Railway History Project.



70. Rec# 330. Johnson, Keith, Photographer Castle, Eveleigh Workshops [Slide]. Sydney; 1970 Dec.  
Note: Copied from original held by Keith Johnson, 121 National Avenue, Loftus, 2232 (02) 7599749. See also Evephoto 290, 300, 310, 320.  
Photograph of one of two castles constructed of concrete by a migrant worker who lived in the single men's quarters at Enfield. Also constructed fishponds and statues which have since deteriorated and disappeared. Refer Oral History Interview with Vaughan Givillian, Roll 33 Railway History Project.

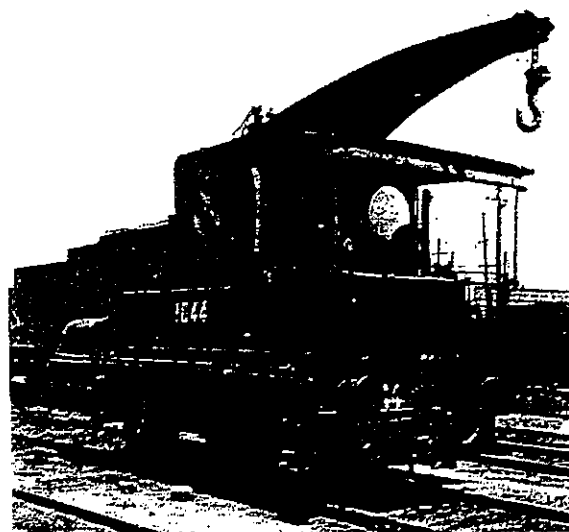


56. Rec# 340. HINDER, M. C., Photographer NN Type engine (built at Eveleigh). Taken during 1917 rail strike, at Eveleigh [B&W Print, on CD Video disk]. Sydney: At Work & Play Collection; 1917; Still 01348: Mitchell Library. Shows NN engine(1030), tenders, etc. in Eveleigh Workshop yards during 1917 strike. Included are two young strike-breakers, Forbes and Ashton, SKEGS students.



## Bibliography- Photographic

1. Rec# 350. Unknown, Photographer Class Five-ton Crane Locomotive [Photocopy of b&w print]. Railway development in relation to the Mechanical Branch. Forsyth, J. H. Sydney; n.d.: p.82. Crane locos at Eveleigh Workshops 1907-1937. SRAA B271.



No. 1044 after reboiling, June, 1966.

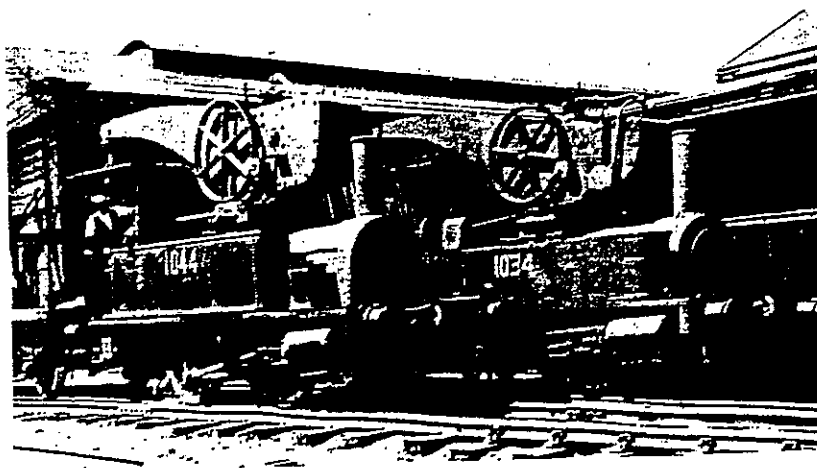
## CLASS Five-ton Crane Locomotive

TYPE — 0-4-0T NORTH BRITISH SIDE TANK

I IN CLASS

To augment the three Dubs four-ton crane locomotives at Eveleigh Workshops, the North British Locomotive Company of Glasgow (successors to Dubs) delivered a small engine of very similar pattern, although slightly larger and capable of lifting five tons. On arrival in 1907, it was given the number Lo 04 and, in the 1924 classification, this was changed to 1044.

<i>Cylinders</i>	10 in. x 20 in.
<i>Driving wheels</i>	3 ft. 1 in.
<i>Boiler pressure</i>	140 lbs.
<i>Tractive effort</i>	6,050 lbs.
<i>Total weight</i>	31 tons 2 cwt.



Nos. 1044 and 1034 at Eveleigh, September, 1937.

57. Rec# 360. HINDER, M. C., Photographer One side of the Fitting Shop, Eveleigh, during 1917 rail strike [B&W Print, on CD Video disk]. Sydney: At Work & Play Collection; 1917; Still 01352: Mitchell Library.  
Shows engines in Eveleigh Workshop Fitting Sheds during 1917 strike.



78. Rec# 370. Unknown Mass rally of Eveleigh railway workers listen to an election speech from Jack Lang at Redfern, August 22, 1934 [B&W photo, on CD Rom Video disk]. Sydney: At Work & Play Collection; 1934; Still 00355: Mitchell Library.  
Political rally - Eveleigh workshop employees during Lang campaign 1934, held Ambulance ("Red") Square. Note speaker had to be outside railway property.



79. Rec# 380. Unknown Mass rally of Eveleigh railway workers listen to an election speech from Jack Lang at Redfern, August 22, 1934 [B&W photo, on CD Rom Video disk]. Sydney: At Work & Play Collection; 1934; Still 00354: Mitchell Library.  
Political rally - Eveleigh workshop employees during Lang campaign 1934, held Ambulance ("Red") Square. Note speaker had to be outside railway property.



77. Rec# 390. Unknown Horse drawn floats with colourful banners -  
demand for 44 Hour Week [B&W print, CD Rom Video disc].  
Sydney: At Work & Play Collection; 1926; Still 03740:  
Mitchell Library.





HOOD, SAM

63. Rec# 400. Hood, Sam, Photographer Carnations . Sydney: Hood  
Collection; 1934; Still 04507: Mitchell Library.  
Series: Eveleigh Railway Carriage Works Flower Show.



65. Rec# 410. Hood, Sam, Photographer Crowd of flower fanciers  
listen to the results of the judges . Sydney: Hood  
Collection; 1934; Still 04508: Mitchell Library.  
Series: Eveleigh Railway Carriage Works Flower Show.



64. Rec# 420. Hood, Sam, Photographer Carnations . Sydney: Hood  
Collection; 1934; Still 04506: Mitchell Library.  
Series: Eveleigh Railway Carriage Works Flower Show.



30. Rec# 450. Anonymous NSW Railways Union Band march down ramp at NSW Branch of ARU at Railway Square [B&W print on CD Rom Video Disc]. Sydney: At Work & Play Collection; 1934; Still 04756: Mitchell Library. (. NSW Branch of ARU march at Railway Square c.1934).



32. Rec# 460. Anonymous Officials and their families march behind Railways Union Band down ramp at NSW Branch of ARU at Railway Square [B&W print on CD Rom Video Disc]. Sydney: At Work & Play Collection; 1934; Still 04758: Mitchell Library. (. NSW Branch of ARU march at Railway Square c.1934).



27. Rec# 470. Anonymous Large group of officials and members at NSW Branch of ARU at Railway Square [B&W print on CD Rom Video Disc]. Sydney: At Work & Play Collection; 1934; Still 04759: Mitchell Library. (. NSW Branch of ARU march at Railway Square c.1934).



28. Rec# 480. Anonymous Large group of officials and members at NSW Branch of ARU at Railway Square [B&W print on CD Rom Video Disc]. Sydney: At Work & Play Collection; 1934; Still 04761: Mitchell Library. (. NSW Branch of ARU march at Railway Square c.1934).

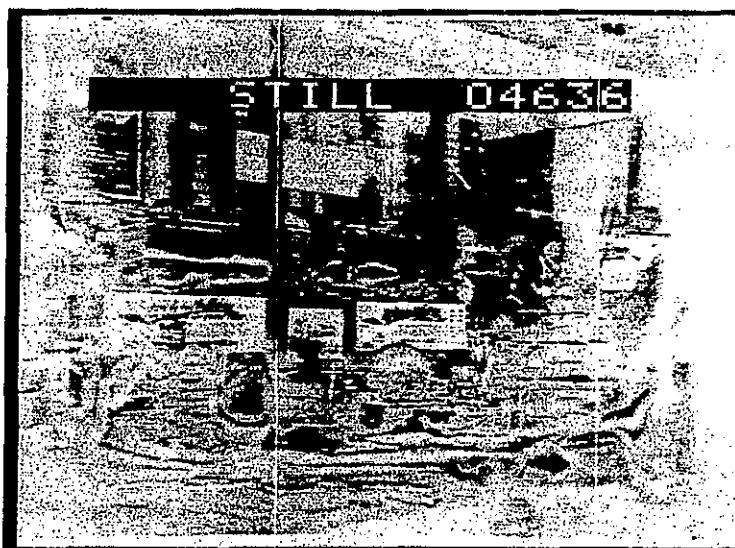


31. Rec# 490. Anonymous Officials & members stand in front of their banners [B&W print on CD Rom Video Disc]. Sydney: At Work & Play Collection; 1934; Still 04762: Mitchell Library. (. NSW Branch of ARU march at Railway Square c.1934).

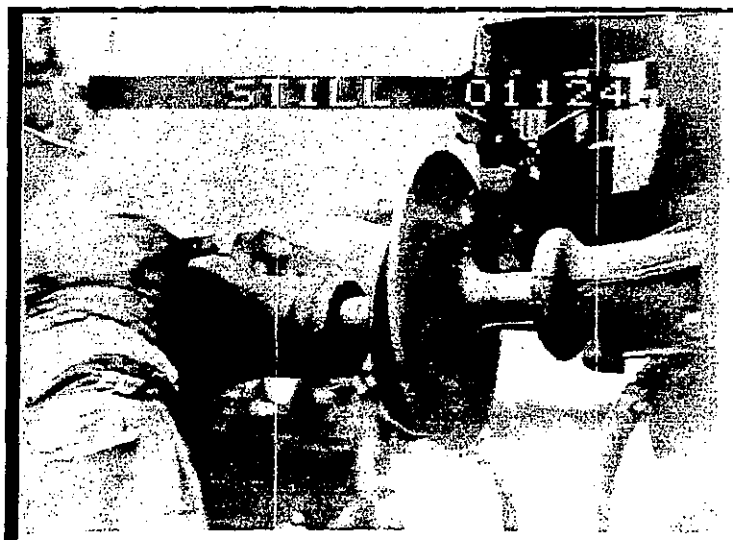




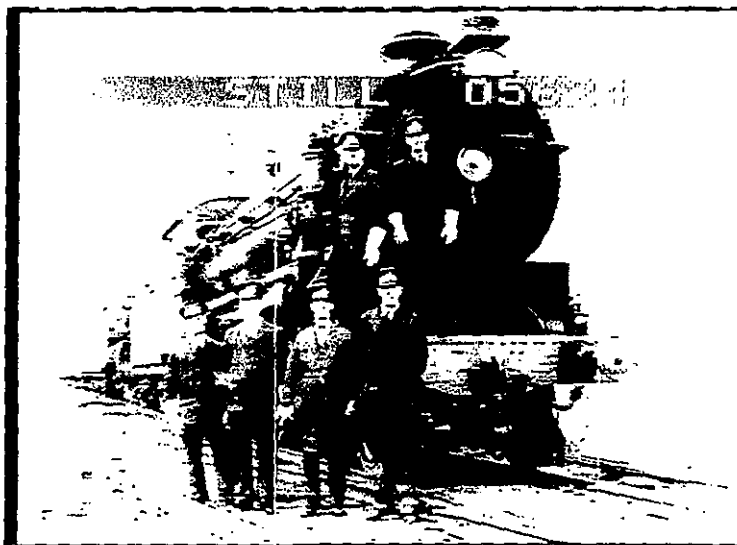
52. Rec# 500. Anonymous Window display promoting NSW Railways with model of 36 class loco [B&W print on CD Rom Video Disc]. Sydney: At Work & Play Collection; 1934; Still 04636: Mitchell Library.



40. Rec# 510. Anonymous A railway shunter coupling up a train  
[B&W print, on CD Rom Video Disc]. Sydney: At Work &  
Play Collection; 1930; Still 01124: Mitchell Library.



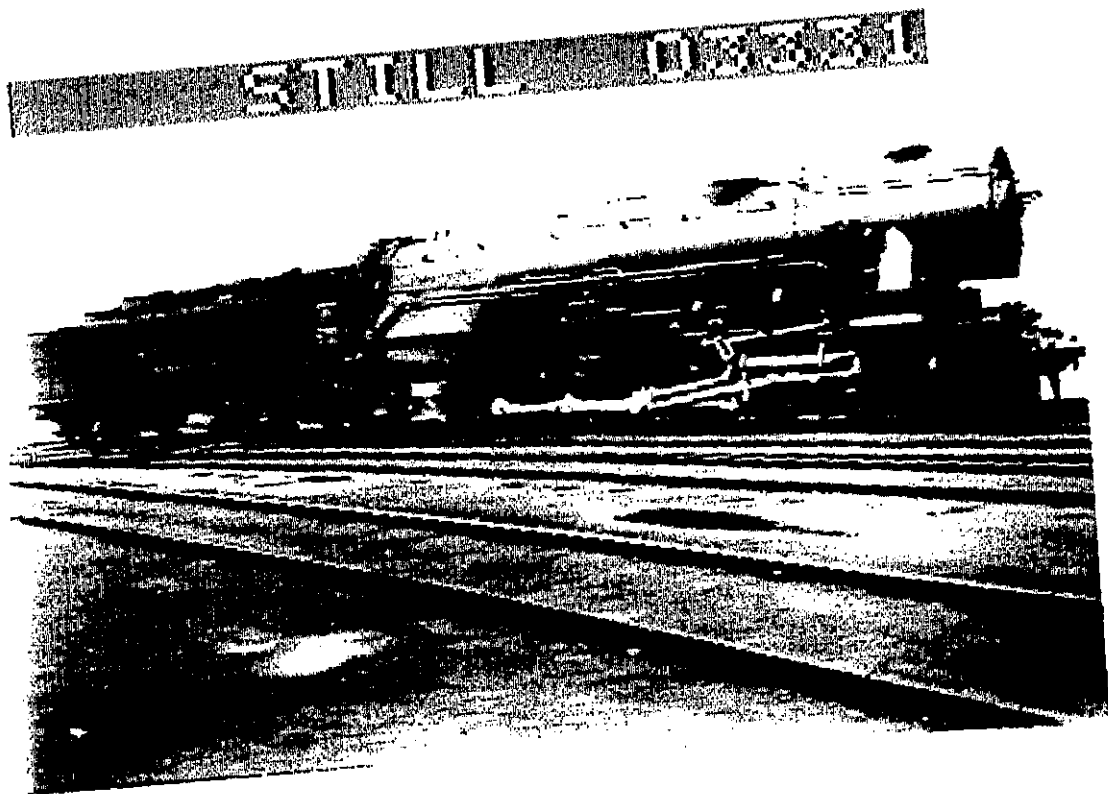
6. Rec# 520. Anonymous Crew of the Royal Train in front of the leading 36 class loco, 3652 [B&W print, on CD Rom Video Disc]. Sydney: At Work & Play Collection; Still 05624: Mitchell Library.  
HRH Prince Henry, Duke of Gloucester's visit.



7. Rec# 530. Anonymous Crew of the Royal Train in front of the leading 36 class loco, 3652 [B&W print, on CD Rom Video Disc]. Sydney: At Work & Play Collection; Still 05625: Mitchell Library.  
HRH Prince Henry, Duke of Gloucester's Tour.



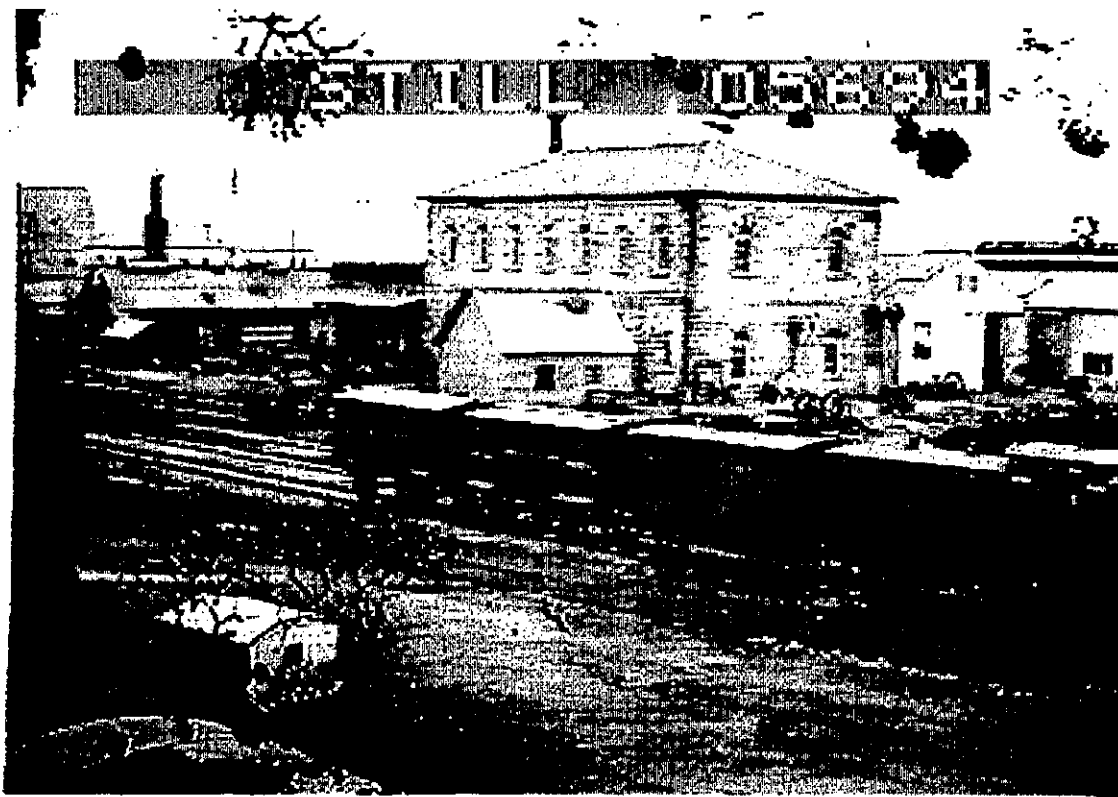
29. Rec# 540. Anonymous Locomotive No.5701 . Sydney: Government  
Printing Office; 1930 Oct; Still 03331, GPO Video Disc, :  
Mitchell Library.



22. Rec# 550. Anonymous The Goods Shed, Redfern . Sydney:  
Government Printing Office; 1871; Still 05693, GPO Video  
Disc: Mitchell Library.

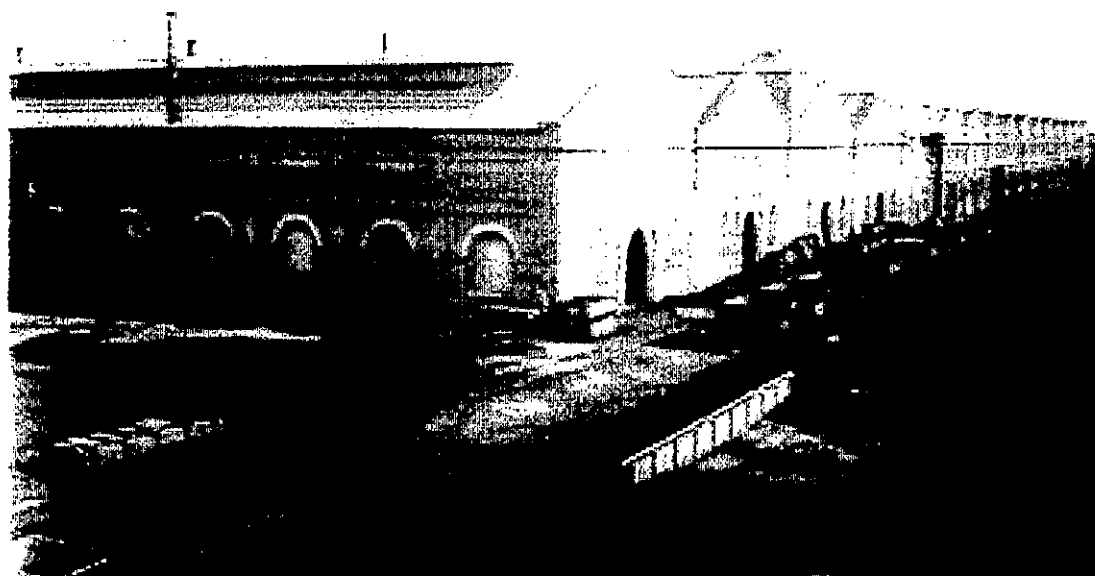


48. Rec# 560. Anonymous Railway Workshops, Redfern . Sydney:  
Government Printing Office; 1871; Still 05694, GPO Video  
Disc: Mitchell Library.



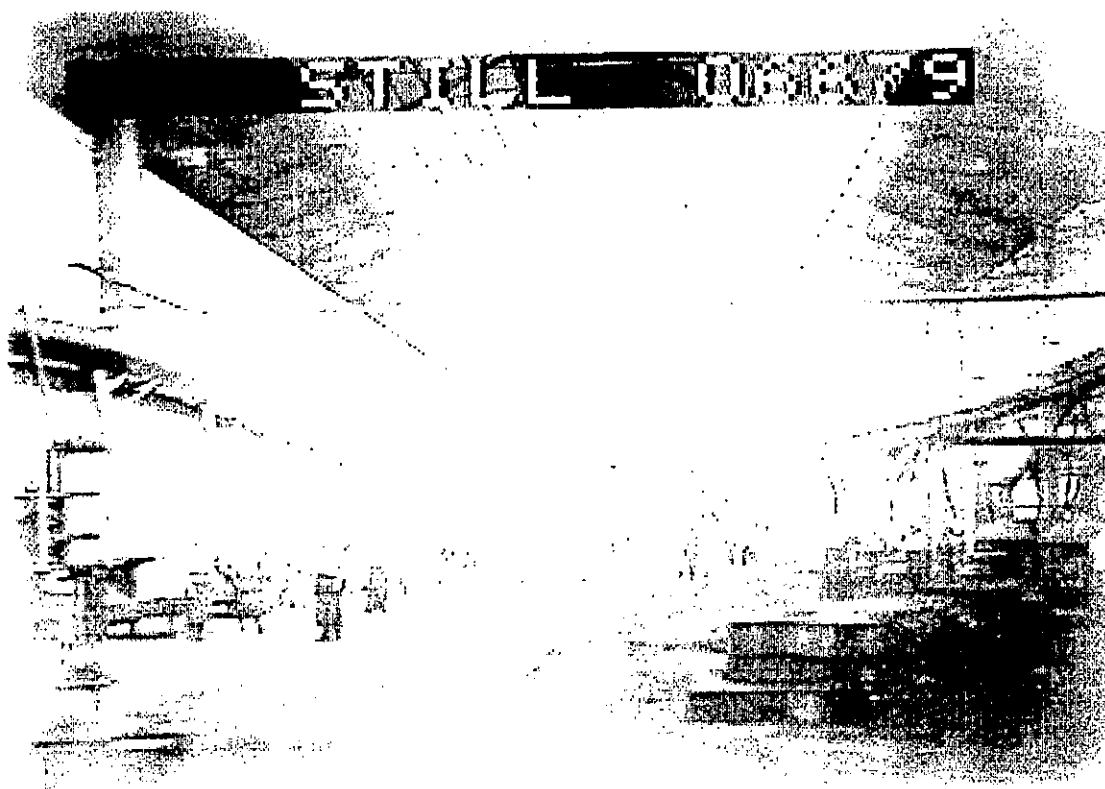
47. Rec# 570. Anonymous Railway workshops, Eveleigh . Sydney:  
Government Printing Office; 1884; Still 06678, GPO Video  
Disc: Mitchell Library.

STILL 06678





24. Rec# 580. Anonymous Interior workshops, Eveleigh . Sydney:  
Government Printing Office; 1884; Still 06679, GPO Video  
Disc: Mitchell Library.  
Interior of Eveleigh workshops during construction.



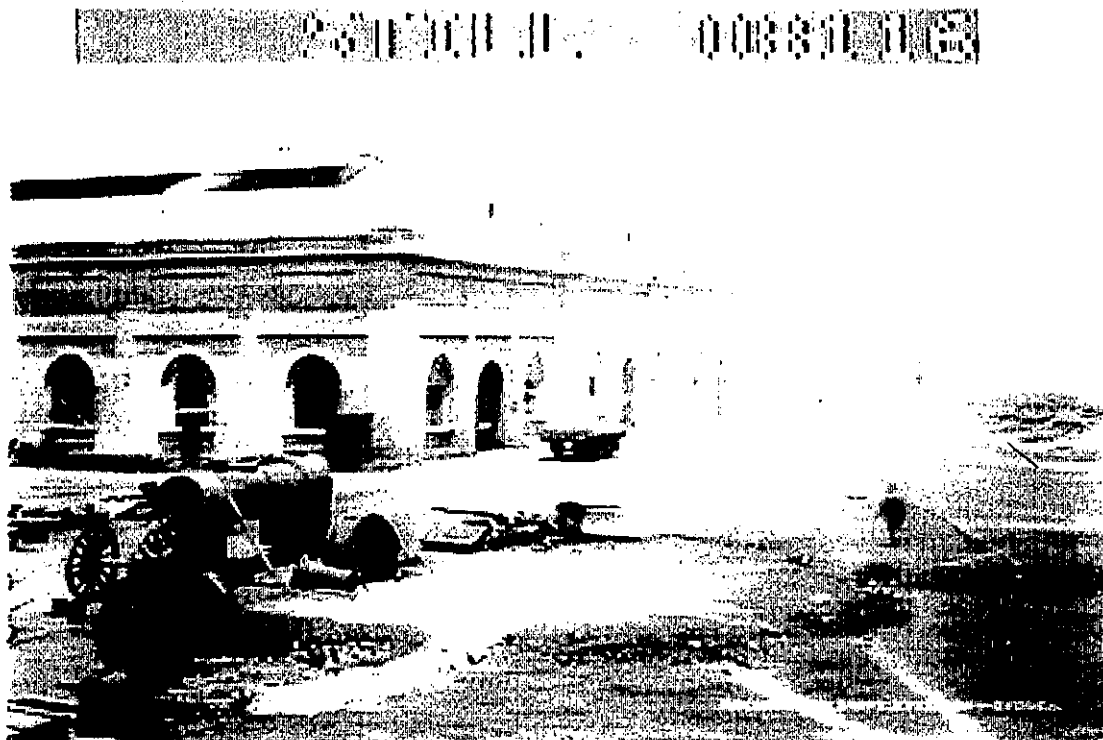
25. Rec# 590. Anonymous Interior Workshops, Eveleigh . Sydney:  
Government Printing Office; 1884; Still 06680, GPO Video  
Disc: Mitchell Library.  
Identified as possibly Bay 9 (OHP, Bob Matthews).



26. Rec# 600. Anonymous Interior Workshops, Eveleigh . Sydney:  
Government Printing Office; 1884; Still 06681, GPO Video  
Disc: Mitchell Library.  
Identified as possibly Bay 9 (OHP, Bob Matthews).



17. Rec# 610. Anonymous Eveleigh Railway Workshops . Sydney:  
Government Printing Office; 1892; Still 08116, GPO Video  
Disc: Mitchell Library.



18. Rec# 620. Anonymous Eveleigh Railway Workshops . Sydney:  
Government Printing Office; 1899; Still 09216, GPO Video  
Disc: Mitchell Library.

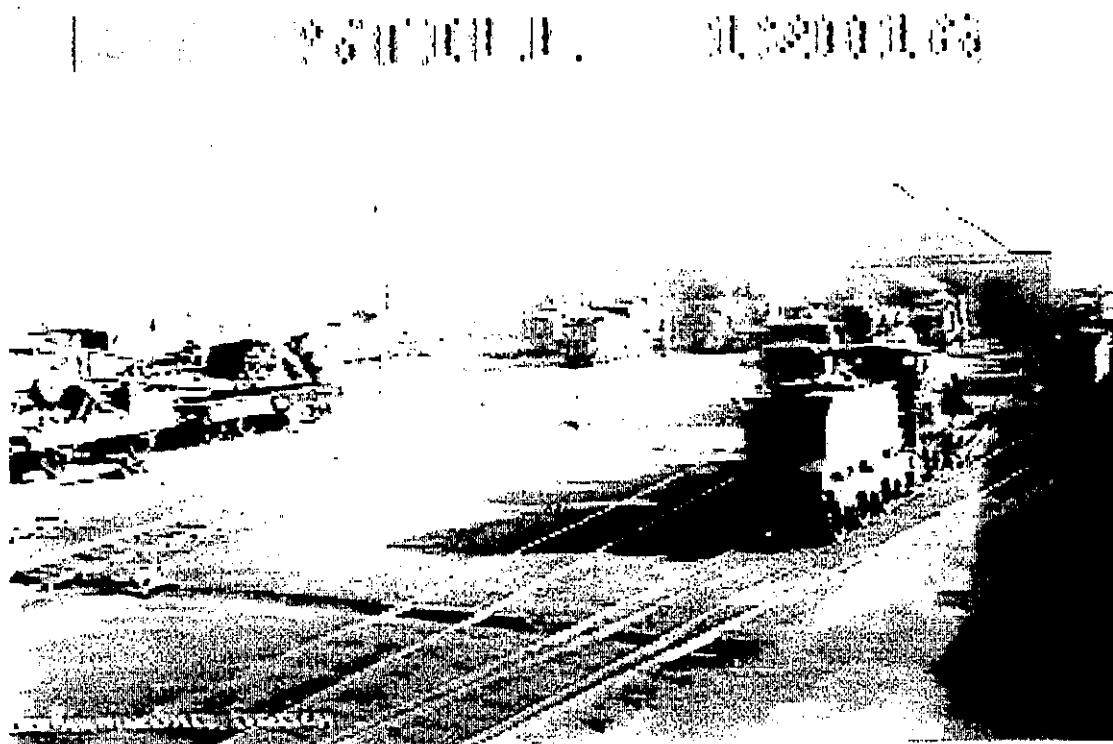
STILL 09216



23. Rec# 630. Anonymous Interior of sheds, Eveleigh Railway  
Workshops . Sydney: Government Printing Office; 1899;  
Still 09218, GPO Video Disc: Mitchell Library.



19. Rec# 640. Anonymous Eveleigh Running Sheds . Sydney:  
Government Printing Office; 1910; Still 12016, GPO Video  
Disc: Mitchell Library.

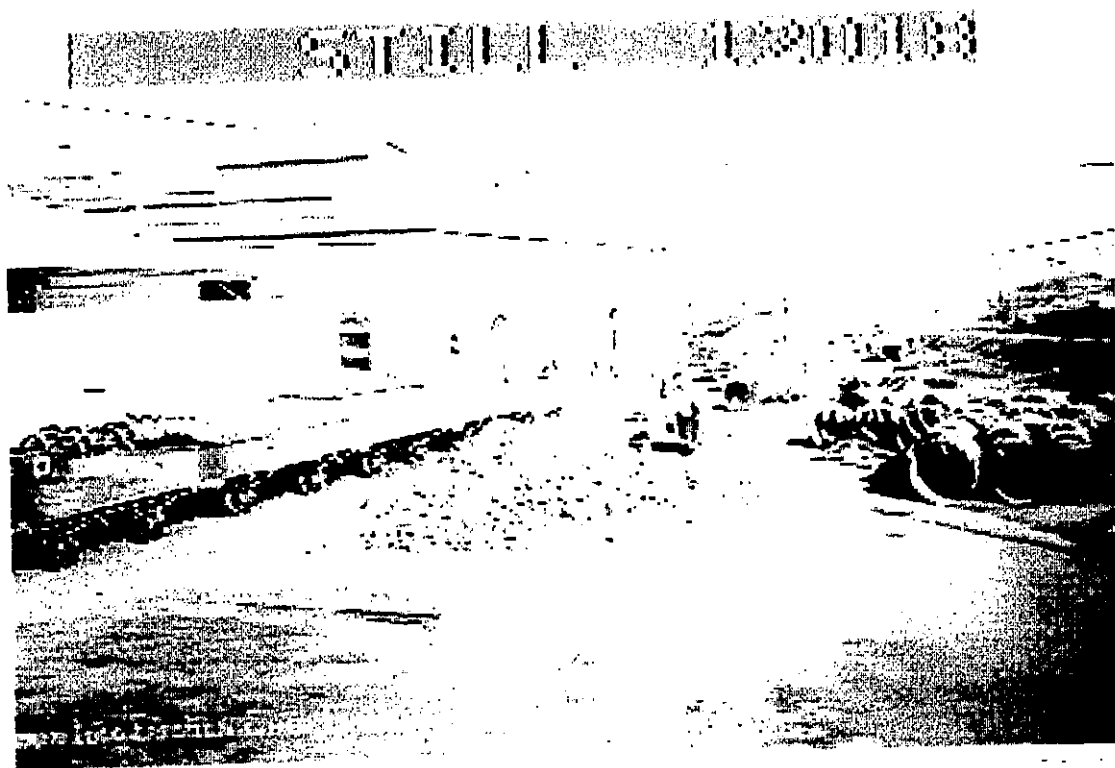


20. Rec# 650. Anonymous Eveleigh Running Sheds . Sydney:  
Government Printing Office; 1910 Jul; Still 12017, GPO  
Video Disc: Mitchell Library.

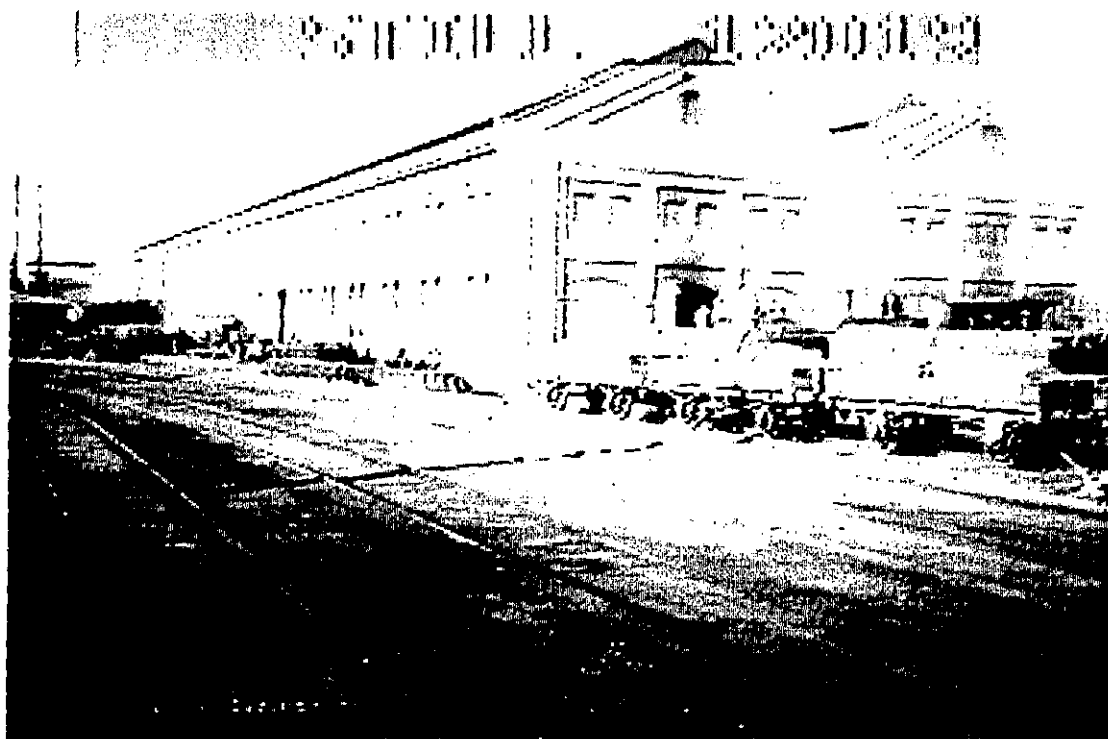




16. Rec# 660. Anonymous Eveleigh, New Loco Erection Shed .  
Sydney: Government Printing Office; 1910 Jul; Still  
12018 GPO Video Disc: Mitchell Library.



15. Rec# 670. Anonymous Eveleigh, Main Erection Shed . Sydney:  
Government Printing Office; 1910 Jul; Still 12019 GPO  
Video Disc: Mitchell Library.



10. Rec# 680. Anonymous Eveleigh, Carriage Sheds . Sydney:  
Government Printing Office; 1910 Jul; Still 12020, GPO  
Video Disc: Mitchell Library.



12. Rec# 690. Anonymous Eveleigh, Engine Running Sheds . Sydney:  
Government Printing Office; 1884; Still 31980, GPO Video  
Disc: Mitchell Library.



13. Rec# 700. Anonymous Eveleigh, Engine Running Sheds . Sydney:  
Government Printing Office; 1884; Still 31981, GPO Video  
Disc: Mitchell Library.

STILL 31981



11. Rec# 710. Anonymous Eveleigh, Engine Cleaning Sheds .  
Sydney: Government Printing Office; 1884; Still 31982,  
GPO Video Disc: Mitchell Library.



14. Rec# 720. Anonymous Eveleigh, Interior, Workshops . Sydney:  
Government Printing Office; 1884; Still 31983 GPO Video  
Disc: Mitchell Library.



49. Rec# 730. Anonymous Railway yard, Redfern . Sydney:  
Government Printing Office; 0188; Still 51279, GPO Video  
Disc: Mitchell Library.





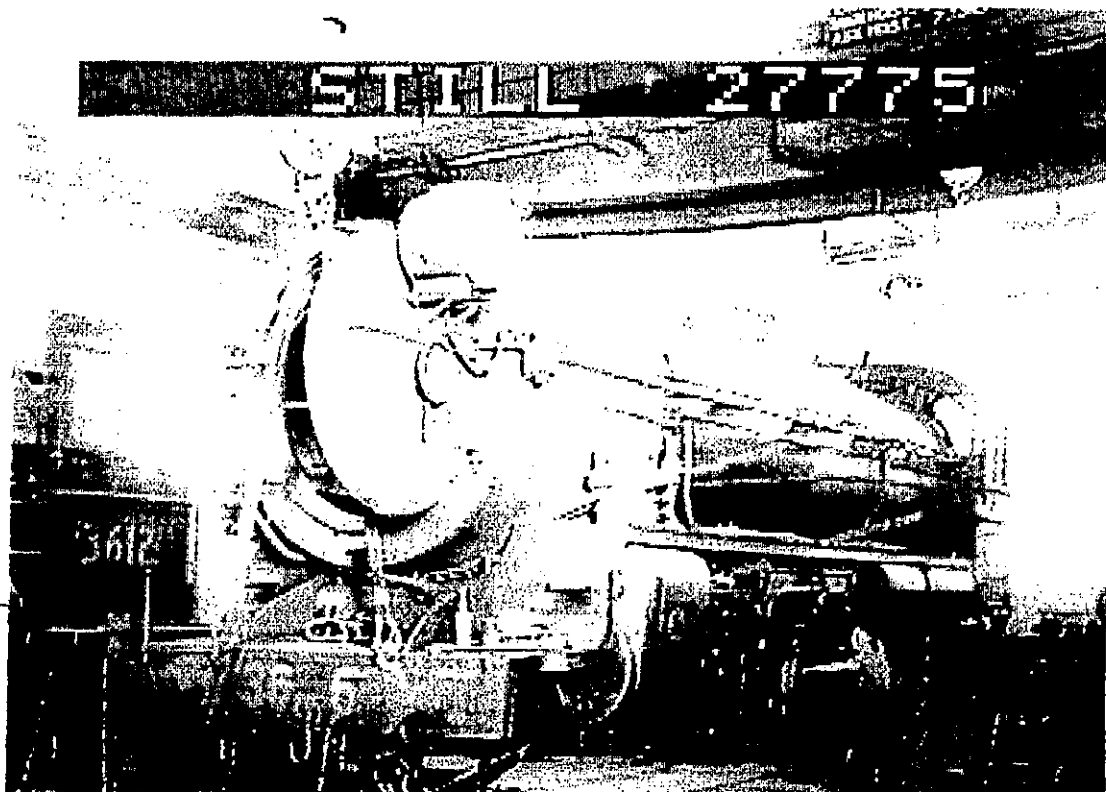
41. Rec# 740. Anonymous Railway workshops . Sydney: Government  
Printing Office; 1938; Still 27773, GPO Video Disc:  
Mitchell Library.



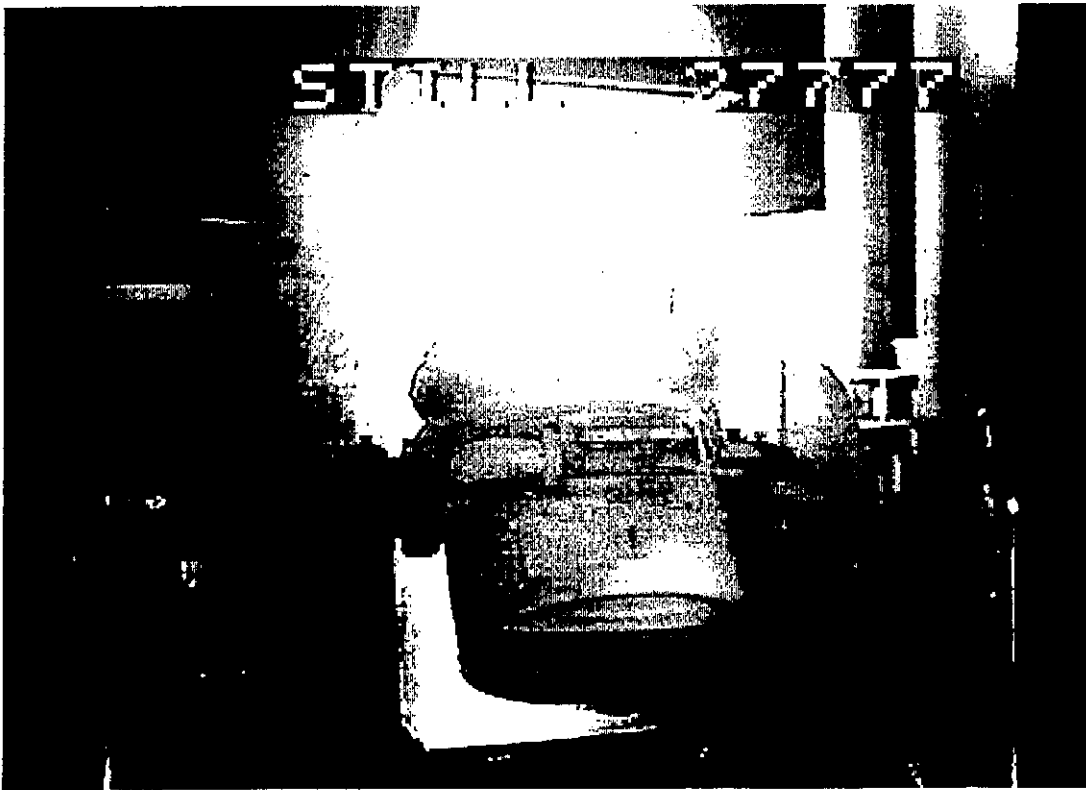
42. Rec# 750. Anonymous Railway workshops . Sydney: Government  
Printing Office; 1938 Mar; Still 27774. GPO Video Disc:  
Mitchell Library.



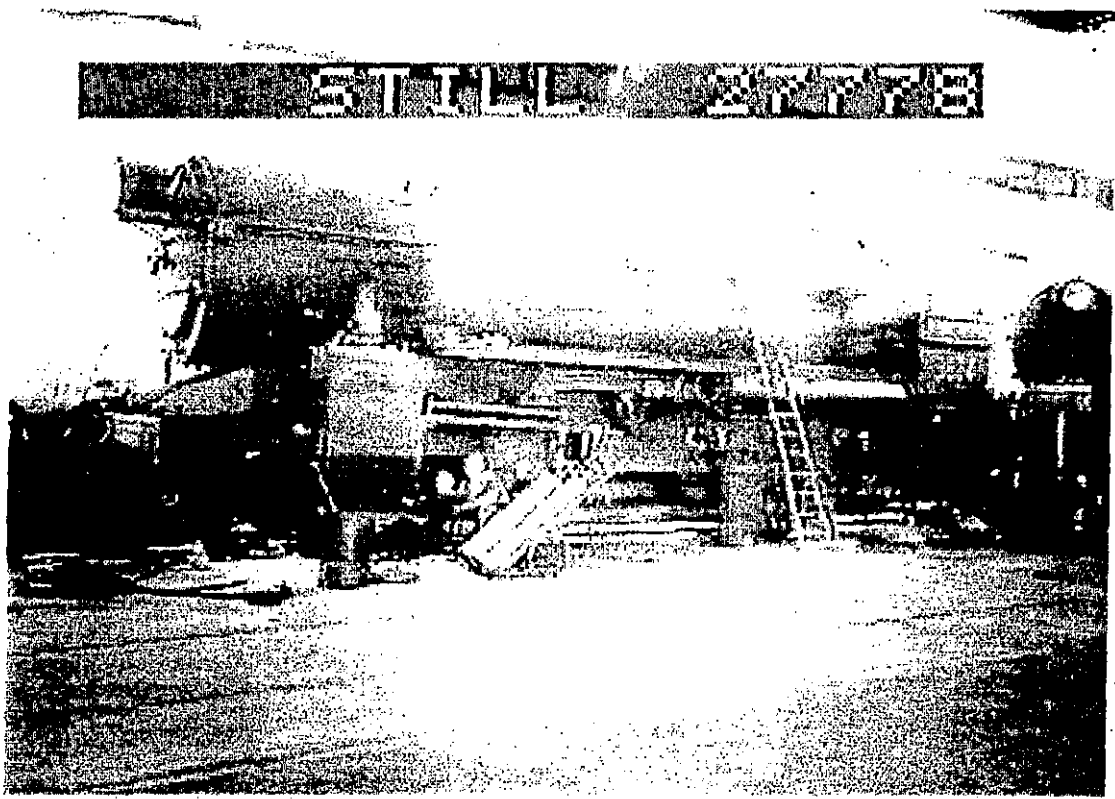
43. Rec# 760. Anonymous Railway workshops . Sydney: Government  
Printing Office; 1938 Mar; Still 27775, GPO Video Disc:  
Mitchell Library.



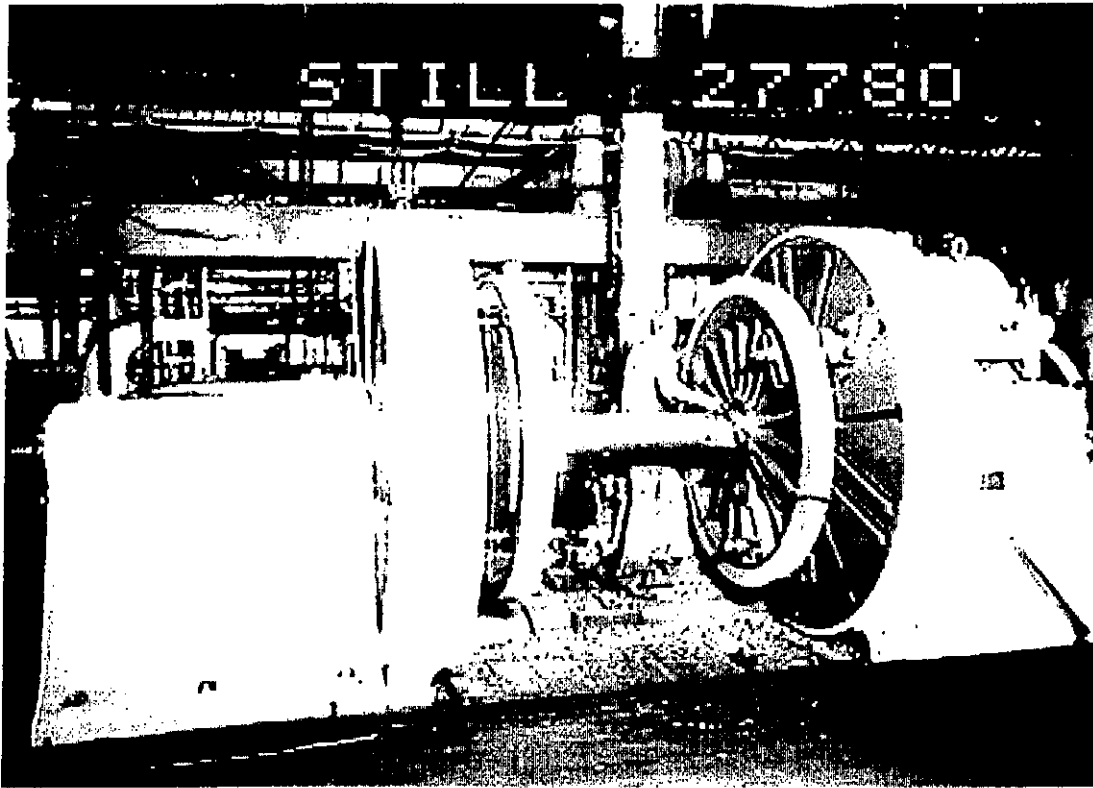
44. Rec# 770. Anonymous Railway workshops . Sydney: Government  
Printing Office; 1938 Mar; Still 27777, GPO Video Disc:  
Mitchell Library.



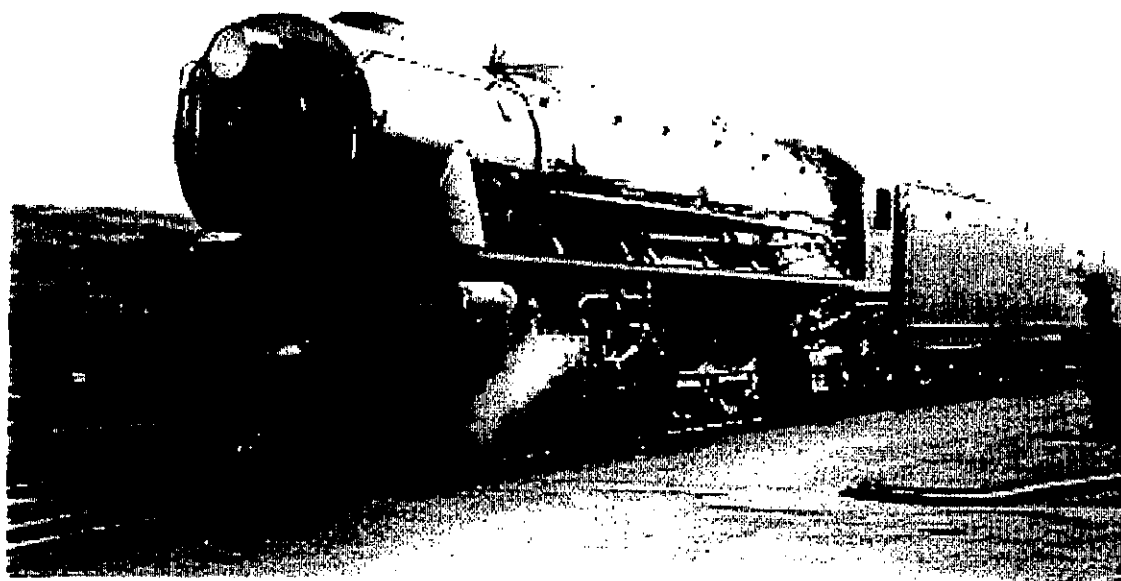
45. Rec# 780. Anonymous Railway workshops . Sydney: Government  
Printing Office; 1938 Mar; Still 27778, GPO Video Disc:  
Mitchell Library.



46. Rec# 790. Anonymous Railway workshops . Sydney: Government  
Printing Office; 1938 Mar; Still 27780, GPO Video Disc:  
Mitchell Library.



33. Rec# 800. Anonymous Railway Engine 5705 class . Sydney:  
Government Printing Office; 1938 Mar; Still 29216, GPO  
Video Disc: Mitchell Library.



9. Rec# 810. Annonymous Engine (Stevenson) No.46, left rails, Southern Line, 1890 . Sydney: Government Printing Office; 1890; Still 13843, GPO Video Disc: Mitchell Library.  
Stevenson locomotives, first locos on Sydney railways.

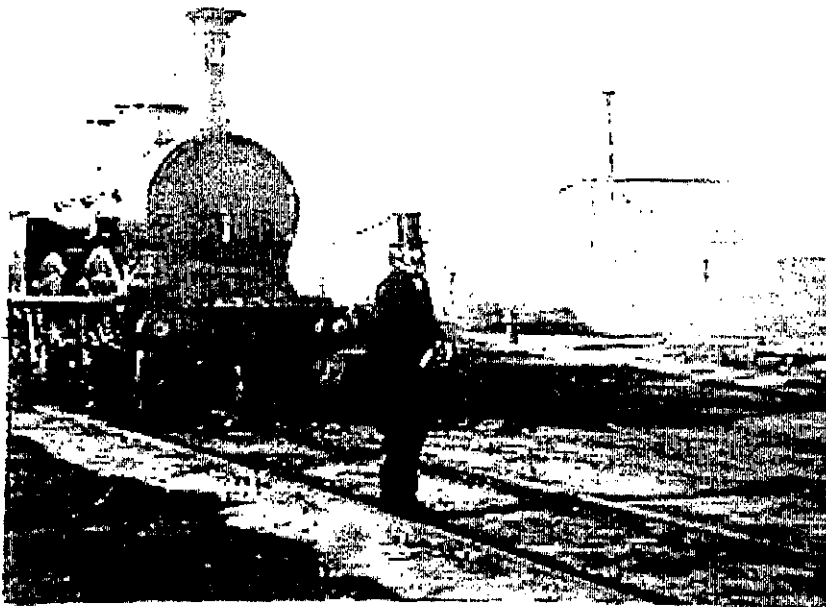




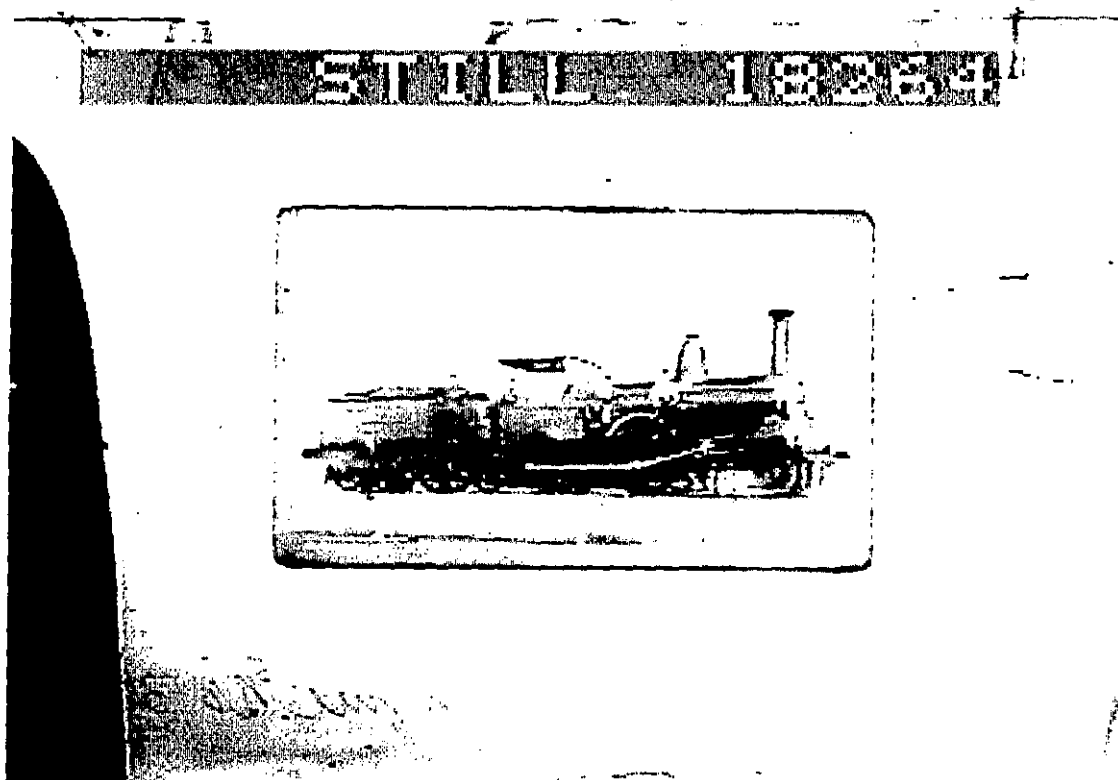
51. Rec# 820. Anonymous Sydney Railway Station: Stevenson engines, commenced duty 1855 . Sydney: Government Printing Office; 1875; Still 13845, GPO Video Disc: Mitchell Library.  
Original locomotives on Sydney railways.



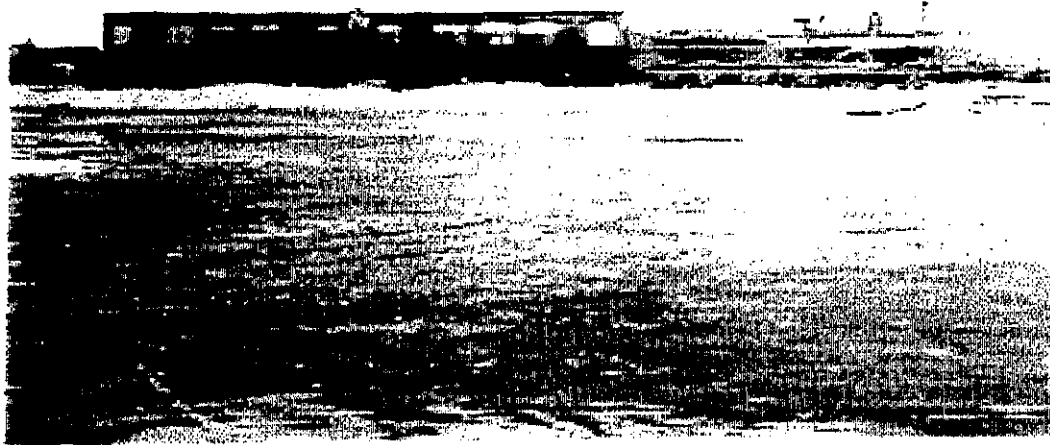
21. Rec# 830. Anonymous First loco in NSW - Mr Scott in foreground, 18-- . Sydney: Government Printing Office; 1914 May; Still 16005, GPO Video Disc: Mitchell Library. Stevenson locomotives, first locos on Sydney railways.



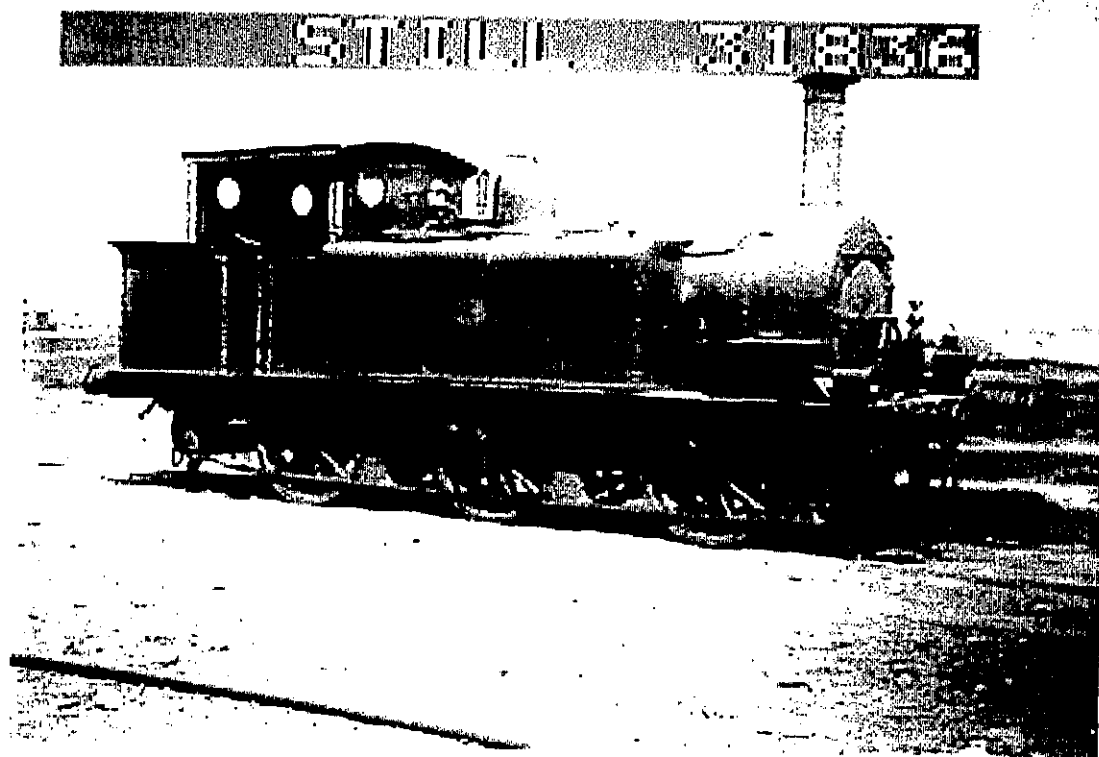
8. Rec# 840. Anonymous Early railway engine No.3 . Sydney:  
Government Printing Office; 1918; Still 18264, GPO Video  
Disc: Mitchell Library.  
Copy of original photo on plate 8-1/2" x 6-1/2".



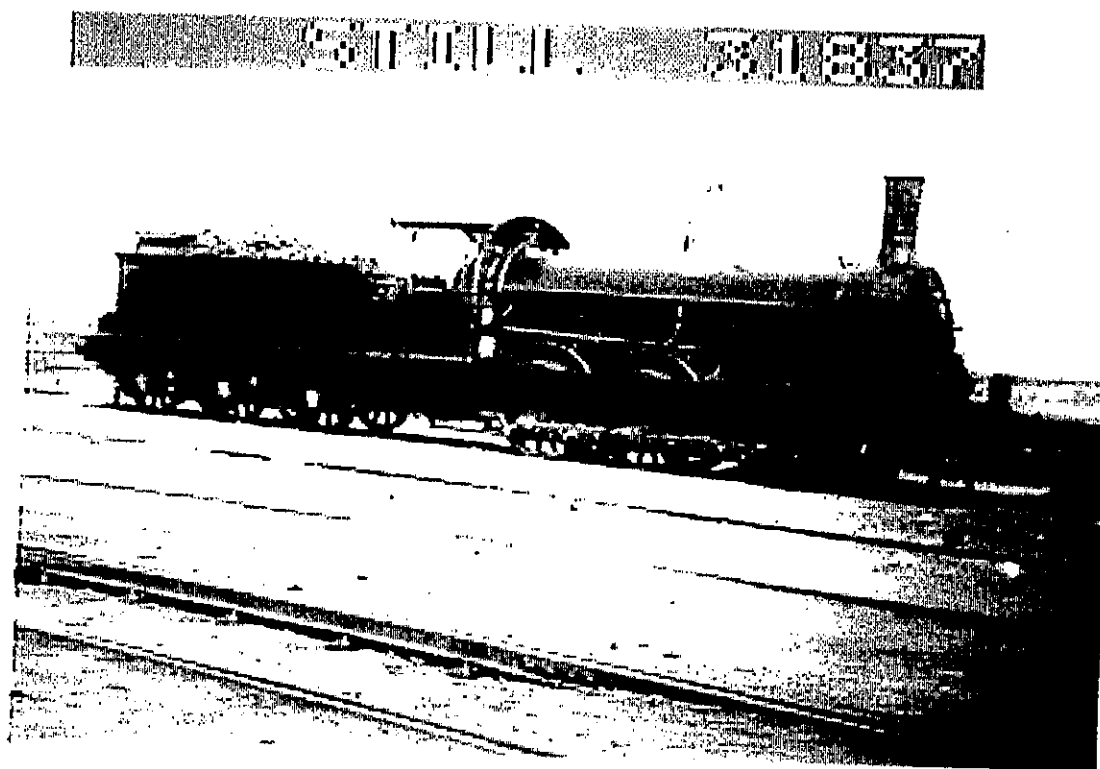
50. Rec# 850. Anonymous State car & engine, Redfern Railway  
Yard, Sydney . Sydney: Government Printing Office; 1885;  
Still 07083, GPO Video Disc: Mitchell Library.



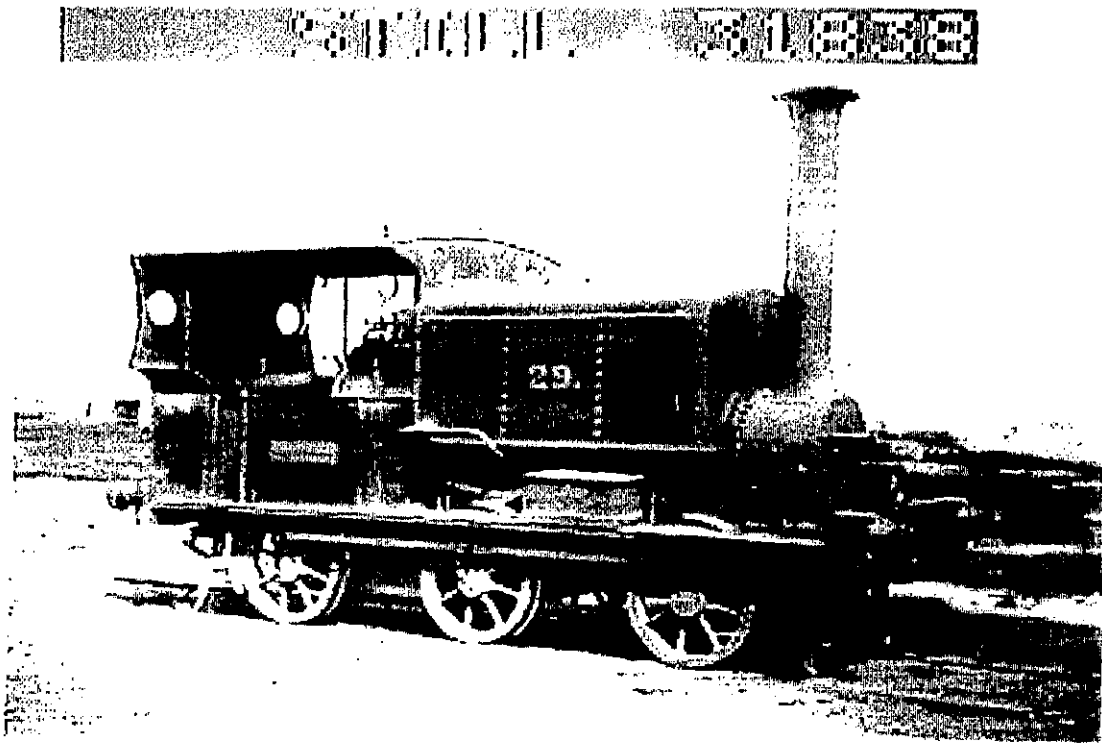
35. Rec# 860. Anonymous Railway locomotive . Sydney: Government  
Printing Office; 1888; Still 31836, GPO Video Disc:  
Mitchell Library.



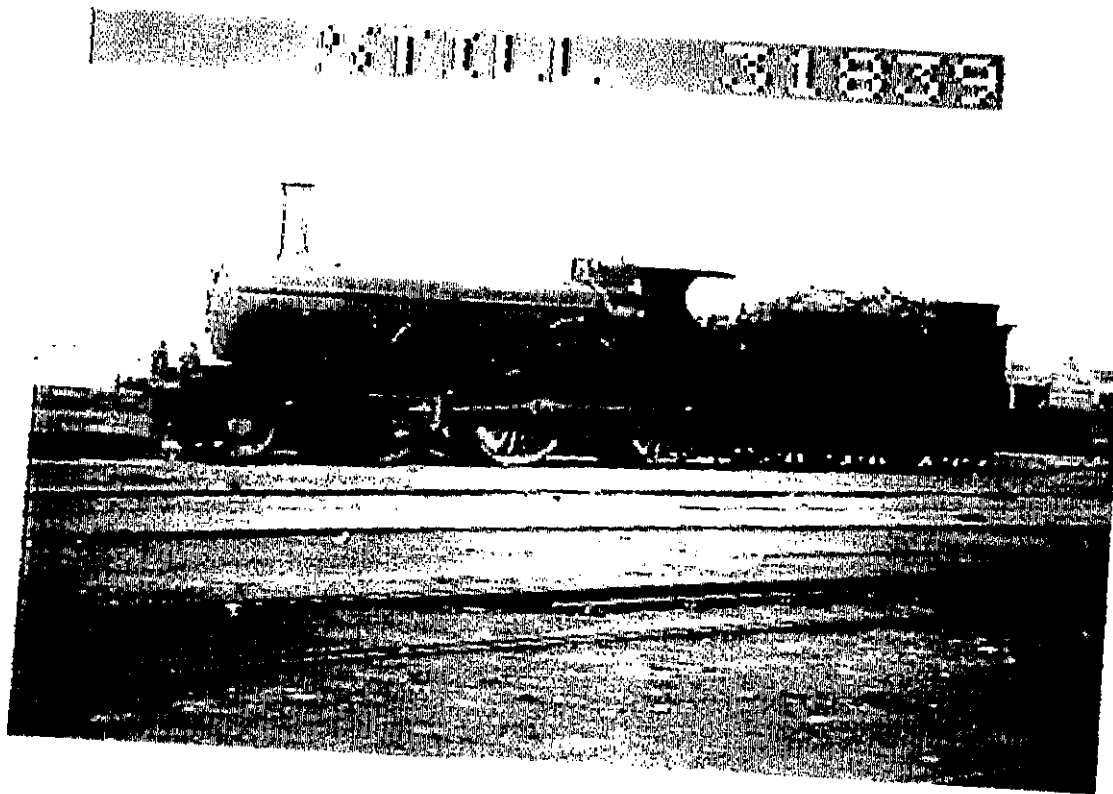
36. Rec# 870. Anonymous Railway locomotive . Sydney: Government  
Printing Office; 1888; Still 31837, GPO Video Disc:  
Mitchell Library.



37. Rec# 880. Anonymous Railway locomotive . Sydney: Government  
Printing Office; 1888; Still 31838, GPO Video Disc:  
Mitchell Library.

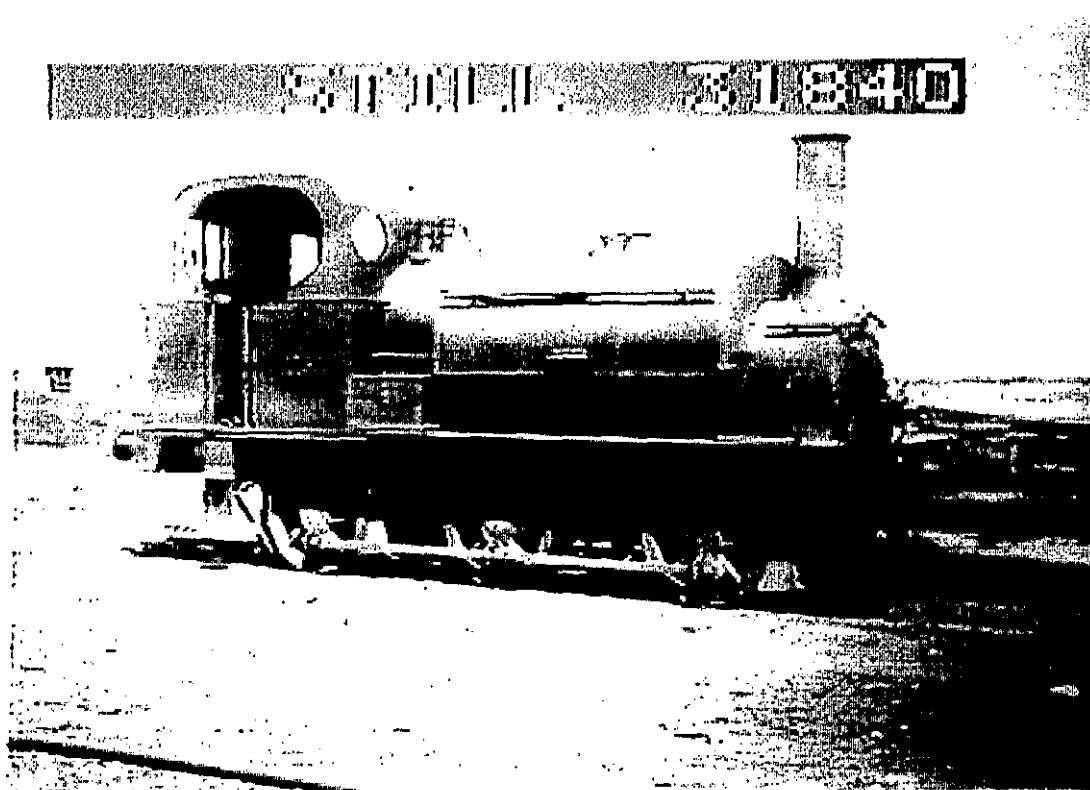


38. Rec# 890. Anonymous Railway locomotive . Sydney: Government  
Printing Office; 1888; Still 31839, GPO Video Disc:  
Mitchell Library.



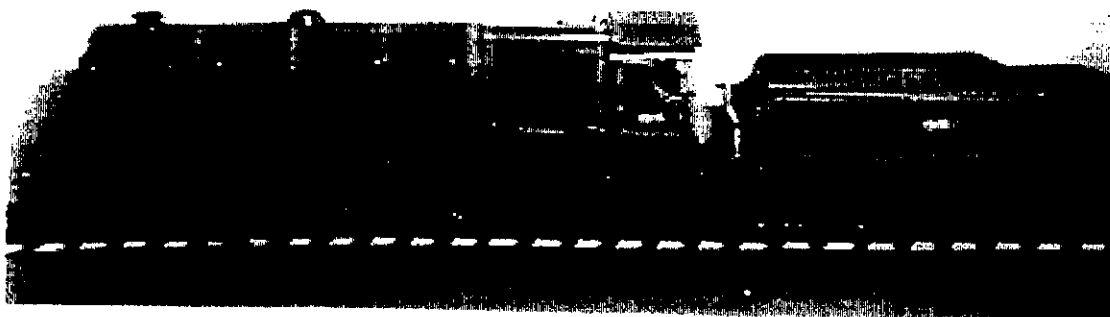
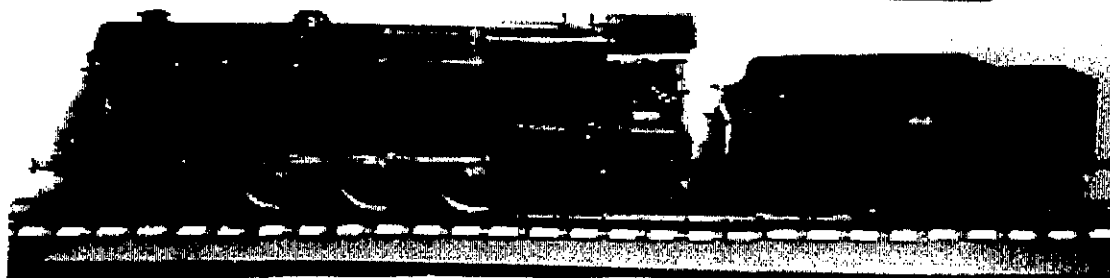


39. Rec# 900. Anonymous Railway locomotive . Sydney: Government  
Printing Office; 1888; Still 31840, GPO Video Disc:  
Mitchell Library.



34. Rec# 910. Anonymous Railway engines . Sydney: Government  
Printing Office; 1946; Still 38025, GPO Video Disc:  
Mitchell Library.  
Model railway engines at Technological, Industrial &  
Sanitary Museum, 1893-1950.

STILL 38025



2. Rec# 920. Anonymous C79 Class loco being unloaded at Campbell's Wharf . Australian Railway Historical Society, Corporate Author. A century /plus of locomotives- NSW Railways 1855-1955. Sydney: NSWDR; 1955.

Note: Included in this photographic history.

A rare 19th century photograph showing the unloading of a C(79) class at Campbell's Wharf, West Circular Quay, Sydney. Illustrates the state in which imported locos arrived in the colony prior to erecting at Eveleigh.

SRAA: M23.



72. Rec# 930. Johnson, Keith, Photographer Group Eveleigh Workmen  
[B&W Photograph]. Sydney; 1970.

Note: Copied from original held by Keith Johnson, 121  
National Avenue, Loftus, 2232 (02) 7599749.

Photograph of Keith Johnson and fellow workmen at  
Eveleigh Workshops. To be identified after copying.



73. Rec# 940. Johnson, Keith, Photographer Group Eveleigh Workmen  
farewelling a colleague [Colour Photograph]. Sydney;  
1970.

Note: Copied from original held by Keith Johnson, 121  
National Avenue, Loftus, 2232 (02) 7599749.

Photograph of a farewell to a colleague at Eveleigh  
Workshops. To be identified after copying.



74. Rec# 950. Johnson, Keith, Photographer Group Eveleigh Workmen  
farewelling a colleague [Colour Photograph]. Sydney;  
1970.

Note: Copied from original held by Keith Johnson, 121  
National Avenue, Loftus, 2232 (02) 7599749.

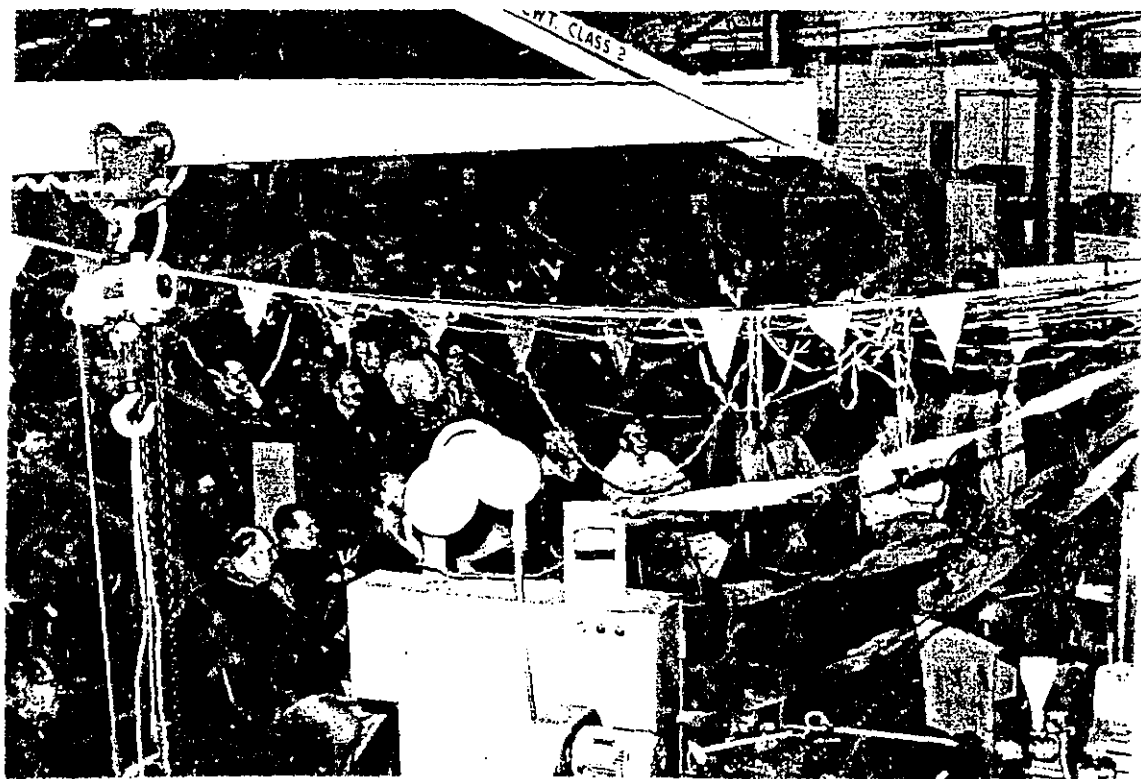
Photograph of a farewell to a colleague at Eveleigh  
Workshops. To be identified after copying.



75. Rec# 960. Johnson, Keith, Photographer Group Eveleigh Workmen  
farewelling a colleague [Colour Photograph]. Sydney;  
1970.

Note: Copied from original held by Keith Johnson, 121  
National Avenue, Loftus, 2232 (02) 7599749.

Photograph of a farewell to a colleague at Eveleigh  
Workshops. To be identified after copying.



3. Rec# 970. Anonymous, Photographer Commemoration of First C38 Class Locomotive built at Eveleigh, 1945 [B&W Photograph]. Sydney; 1945: SRAA ?  
Note: Held by John Robert (Jack) Bruce, 26 Hugh Ave., Peakhurst (02) 5342208. Refer OH transcript. If a reproduction is not available through SRAA, Mr Bruce is willing to loan his print for copying.  
Signed on reverse by W.A. Sellars, Loco Works Manager.  
Department of Railways B 45738.



4. Rec# 980. Anonymous, Photographer Coppersmiths at Eveleigh  
c.1950 [B&W Photograph]. Sydney; 1950.  
Note: Held by John Robert (Jack) Bruce, 26 Hugh Ave.,  
Peakhurst (02) 5342208. Refer OH transcript. Mr Bruce  
is willing to loan his print for copying.  
Signed on reverse by W.A. Sellars, Loco Works Manager.  
Ano. similar print at Evephoto 990.

5. Rec# 990. Anonymous, Photographer Coppermiths at Eveleigh  
c.1950 [B&W Photograph]. Sydney; 1950.  
Note: Held by John Robert (Jack) Bruce, 26 Hugh Ave.,  
Peakhurst (02) 5342208. Refer OH transcript. Mr Bruce  
is willing to loan his print for copying.  
Signed on reverse by W.A. Sellars, Loco Works Manager.  
Ano. similar print at Evephoto 980.

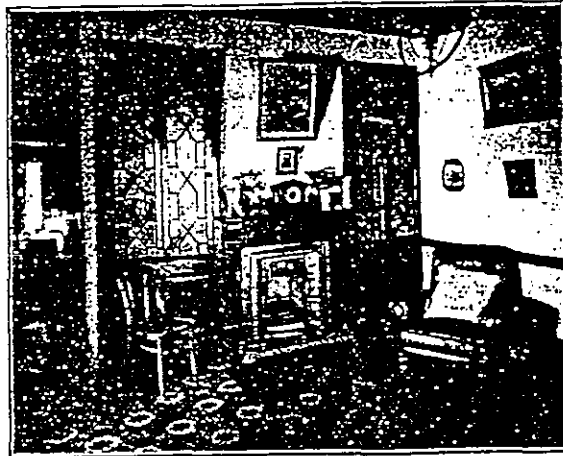
## Bibliography- Photographic

### ANNONYMOUS

1. Rec# 1000. Anonymous Bob Matthews and Family [B&W Photocopied]. Sydney: The Truth; 1925.  
Note: Photograph (from family documents) added to a computer generated reproduction of an article entitled 'Bob Matthews, "Shops for a Countryside" Commissioner Fraser's Most Courteous Guard' in The Truth, 1925. Bob Matthews Snr (the subject of the article) then lived with his family at 2 William Street, Condobolin, NSW. His son, Bob Jnr worked at Eveleigh for four decades and was interviewed on 20 February, 1996 for the OH Project, to which refer. The child pictured is Bob Jnr as a toddler. Provided by Arthur Robert (Bob) Matthews, 72 Belemba Ave., Roselands, 2196 (02) 7599749.  
WORKMEN/SOCIAL HISTORY/MATTHEWS.

## Bibliography- Photographic

1. Rec# 1010. Unknown, Photographer Calder House, Redfern, Breakfast-room [Photocopy of b&w photographic reproduction]. NSW Railway and Tramway Magazine. August, 2, 1920 ed. Sydney: Govt. Printer: No.6 - p.524. Illustrated text.  
Note: Narrative text of history of Calder House on Eveleigh Railway Workshop site. Mentions unlocated site of the wine vault associated with Calder House, reputedly located between the house and Redfern Railway Station. The House was demolished following a fire in 1924.



No. 6—Calder House, Redfern. Breakfast-room.

Bibliography- Photographic

1. Rec# 1020. Unknown, Photographer Calder House, Redfern, Entrance to Cellar [Photocopy of b&w photographic reproduction]. NSW Railway and Tramway Magazine. August, 2, 1920 ed. Sydney: Govt. Printer: No.7 - p.524. Illustrated text.  
Note: Narrative text of history of Calder House on Eveleigh Railway Workshop site. Mentions unlocated site of the wine vault associated with Calder House, reputedly located between the house and Redfern Railway Station. The House was demolished following a fire in 1924.



No. 7—Calder House, Redfern. Entrance to C

Bibliography- Photographic

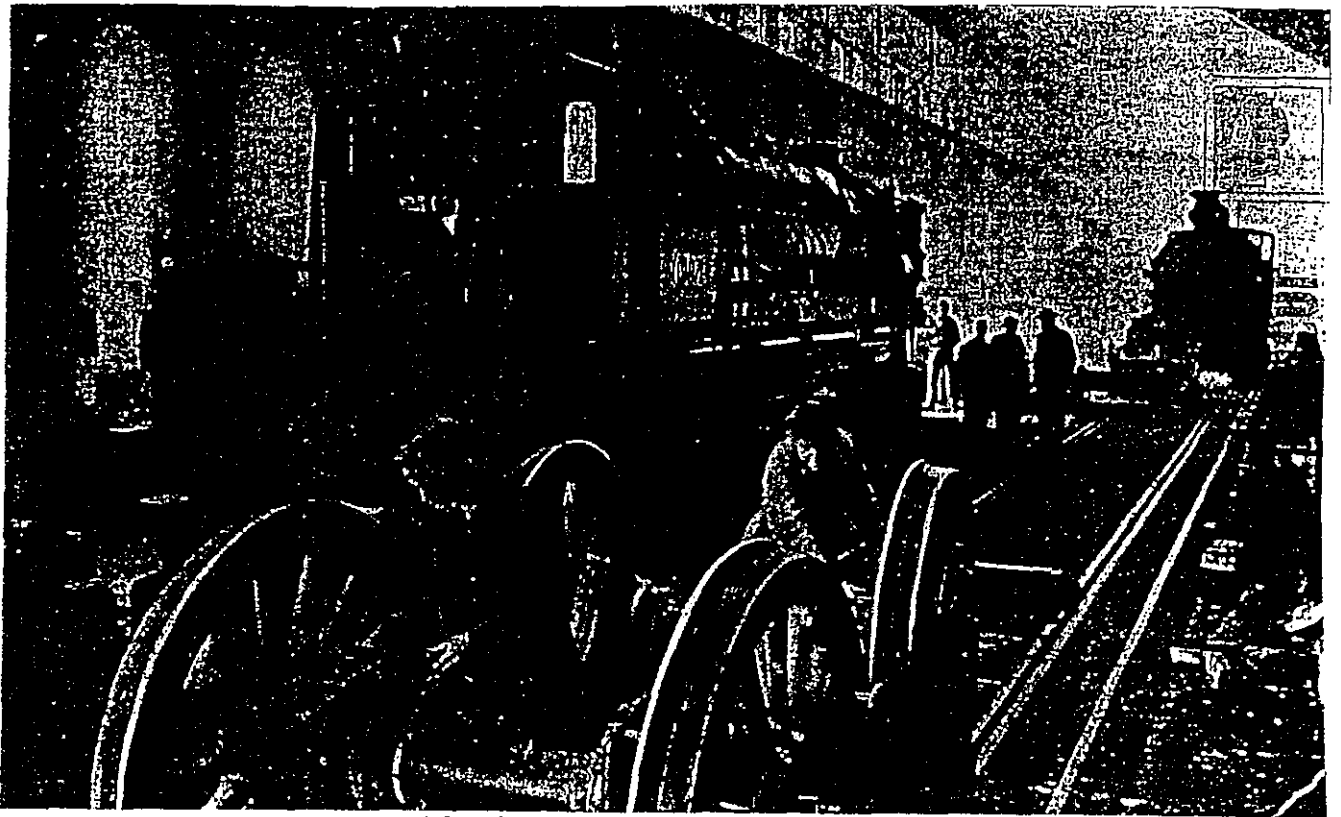
1. Rec# 1030. Unknown, Photographer Calder House, Redfern, Staircase looking from Front Door [Photocopy of b&w photographic reproduction]. NSW Railway and Tramway Magazine. August, 2, 1920 ed. Sydney: Govt. Printer: No.8- p.525. Illustrated text.  
Note: Narrative text of history of Calder House on Eveleigh Railway Workshop site. Mentions unlocated site of the wine vault associated with Calder House, reputedly located between the house and Redfern Railway Station. The House was demolished following a fire in 1924.



No. 8—Calder House, Redfern. Staircase looking from Front Door.

Bibliography- Photographic

1. Rec# 1040. Unknown, Photographer A Garrett Locomotive being assembled at Eveleigh Workshops [Photocopy of b&w photographic illustration]. NSWGR, Annual Report - by Sydney Morning Herald photographer. Sydney: Govt. Printer; 1952.  
Includes workmen and management.  
SRAA R10/21.



A Garrett Locomotive being assembled at Eveleigh Workshops.

["Spring Junction Herald" (N.S.W.)

Bibliography- Photographic

1. Rec# 1050. Unknown, Photographer Apprentice School Instruction Class, Eveleigh [Photocopy of b&w photographic illustration]. NSWGR, Annual Report. Sydney: Govt. Printer; 1955: p.69. Shows apprentices under instruction at the Apprentice School Instruction Class at Eveleigh, held in conjunction with the Railways Institute. Apprentices enrolled in the Institute's 1955 classes numbered 1, 701. National Service training continued to necessitate special class arrangements to ensure that apprentices affected would not be prejudiced by their enforced absence.  
SRAA R10/24.

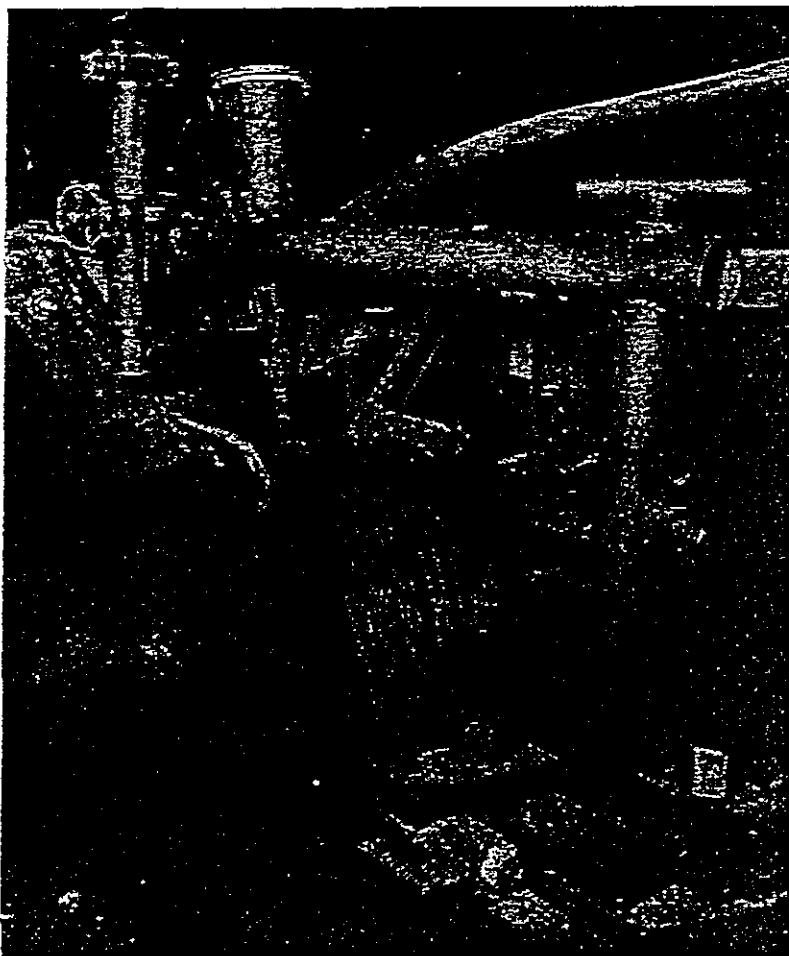


Apprentice School Instruction Class, Eveleigh.



Bibliography- Photographic

1. Rec# 1060. Unknown, Photographer Reclamation of a Steam Hammer Piston by automatic process at Carriage Works, Eveleigh [Photocopy of b&w photographic illustration]. NSWGR, Annual Report 1955. Sydney: Govt. Printer; 1955: p.31. SRAA R10/24.



Reclamation of a Steam Hammer Piston by automatic process at Carriage Works, Eveleigh.

Bibliography- Photographic

1. Rec# 1070. Unknown, Photographer Apprentices at work at the Locomotive Servicing Depot, Eveleigh. Minor repairs and servicing of diesel-electric locomotives are carried out at this depot [Photocopy of b&w photographic illustration]. NSWGR, Annual Report 1969-70. Sydney: Govt. Printer; 1969. SRAA R10/.



## Bibliography- Photographic

1. Rec# 1080. Unknown, Photographer A portion of the dining room of the Royal Car [Photocopy of b&w photographic illustration]. NSWGR, Annual Report 1954. Sydney: Govt. Printer; 1954: p.10.

The Royal Train used by Her Majesty the Queen for the tour of February 1954, was formed by the following rolling stock:- 2 'Alco' diesel electric locomotives; a composite sitting and power car; a buffet and sitting car; Commissioner's car; Premier's car; Royal car. The diesel electric locomotives were painted royal blue with a chrome yellow band. On the front of the leading engine was fixed the Royal Coat of Arms, in colour...One of these locomotives had sufficient power to haul the Royal Train, which weighed 226 tons. The two were employed, however, to ensure efficiency...The driver and the guard were connected by telephye from the locomotive to the Commissioner's car so that at any point of the journeys the officer in charge of the train could speak to the driver to increase or reduce speed or to vary any feature of the running. A pacific-type (C38 Class) locomotive, painted green, was selected to operate as a pilot engine ahead of the Royal Train. On several sections, however, the pilot service was performed by regular trains. The Train was externally painted tuscan red, relieved with a yellow band. On each side of the Royal Car a cedar escutcheon, showing the Royal Coat of Arms in gold and silver, was mounted. Three of the cars, the composite sitting and power car, the buffet and sitting car, and the Royal Car, were air-conditioned. The Royal Car, which had been specially altered to ensure comfortable travelling conditions, contained a lounge, two bedrooms, a sitting room, a dining room and an observation platform. It was attractively painted, decorated, and furnished throughout, the carpet being in deep red. This beautiful car was built in the Eveleigh Workshops in 1901 for Lord Hopetoun, the first Governor-General of Australia. Its length over buffers is 74 feet 6 inches, the body being 66 feet long by 9 feet 4" wide outside, with a height of 8 feet 11 inches between floor and ceiling. It was first used by the Duke and Duchess of Cornwall and York (the Queen's grandfather and grandmother) when travelling from Albury to Jennings (now Wallan-garra) en route from Melbourne to Brisbane on 18th May, 1901, after opening the first Federal Parliament in Melbourne. This car was also used by His Royal Highness the Prince of Wales in 1920. Other members of the Royal Family who have travelled in the car include the Duke and Duckess of York (the Queen's father and mother) in 1927 when they visited australia to open the Federal Parliament in Canberra, and His Royal Highness the Duke of Gloucester in 1934 and again

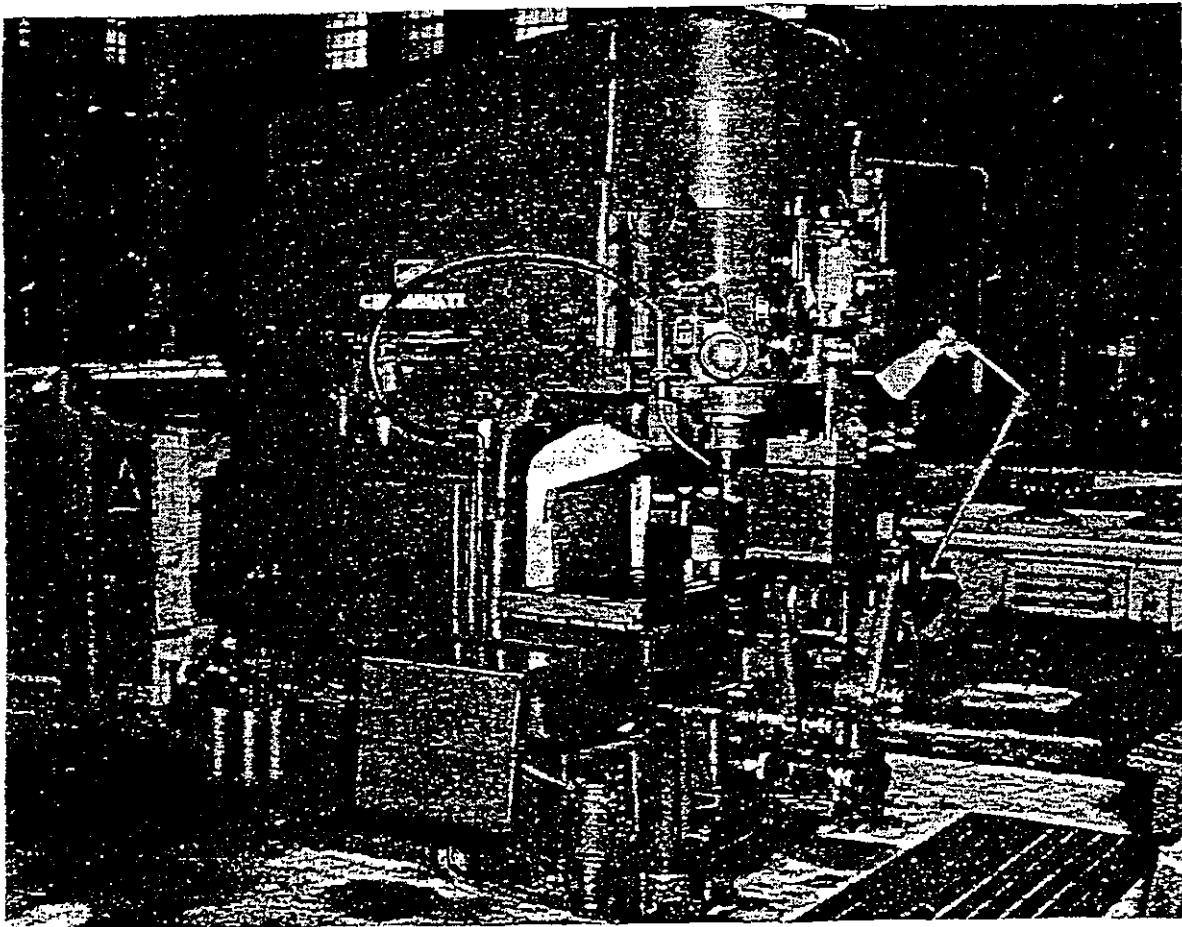
## Bibliography- Photographic

1. Rec# 1090. Unknown, Photographer The Royal Train at Katoomba on 12th February, 1954 [Photocopy of b&w photographic illustration]. NSWGR, Annual Report 1954. Sydney: Govt. Printer; 1954: p.11.

The Royal Train used by Her Majesty the Queen for the tour of February 1954, was formed by the following rolling stock:- 2 'Alco' diesel electric locomotives; a composite sitting and power car; a buffet and sitting car; Commissioner's car; Premier's car; Royal car. The diesel electric locomotives were painted royal blue with a chrome yellow band. On the front of the leading engine was fixed the Royal Coat of Arms, in colour...One of these locomotives had sufficient power to haul the Royal Train, which weighed 226 tons. The two were employed, however, to ensure efficiency...The driver and the guard were connected by telephoyne from the locomotive to the Commissioner's car so that at any point of the journeys the officer in charge of the train could speak to the driver to increase or reduce speed or to vary any feature of the running. A pacific-type (C38 Class) locomotive, painted green, was selected to operate as a pilot engine ahead of the Royal Train. On several sections, however, the pilot service was performed by regular trains. The Train was externally painted tuscan red, relieved with a yellow band. On each side of the Royal Car a cedar escutcheon, showing the Royal Coat of Arms in gold and silver, was mounted. Three of the cars, the composite sitting and power car, the buffet and sitting car, and the Royal Car, were air-conditioned. The Royal Car, which had been specially altered to ensure comfortable travelling conditions, contained a lounge, two bedrooms, a sitting room, a dining room and an observation platform. It was attractively painted, decorated, and furnished throughout, the carpet being in deep red. This beautiful car was built in the Eveleigh Workshops in 1901 for Lord Hopetoun, the first Governor-General of Australia. Its length over buffers is 74 feet 6 inches, the body being 66 feet long by 9 feet 4" wide outside, with a height of 8 feet 11 inches between floor and ceiling. It was first used by the Duke and Duchess of Cornwall and York (the Queen's grandfather and grandmother) when travelling from Albury to Jennings (now Wallan-garra) en route from Melbourne to Brisbane on 18th May, 1901, after opening the first Federal Parliament in Melbourne. This car was also used by His Royal Highness the Prince of Wales in 1920. Other members of the Royal Family who have travelled in the car include the Duke and Duckess of York (the Queen's father and mother) in 1927 when they visited australia to open the Federal Parliament in Canberra, and His Royal Highness the Duke of Gloucester in 1934 and again

Bibliography- Photographic

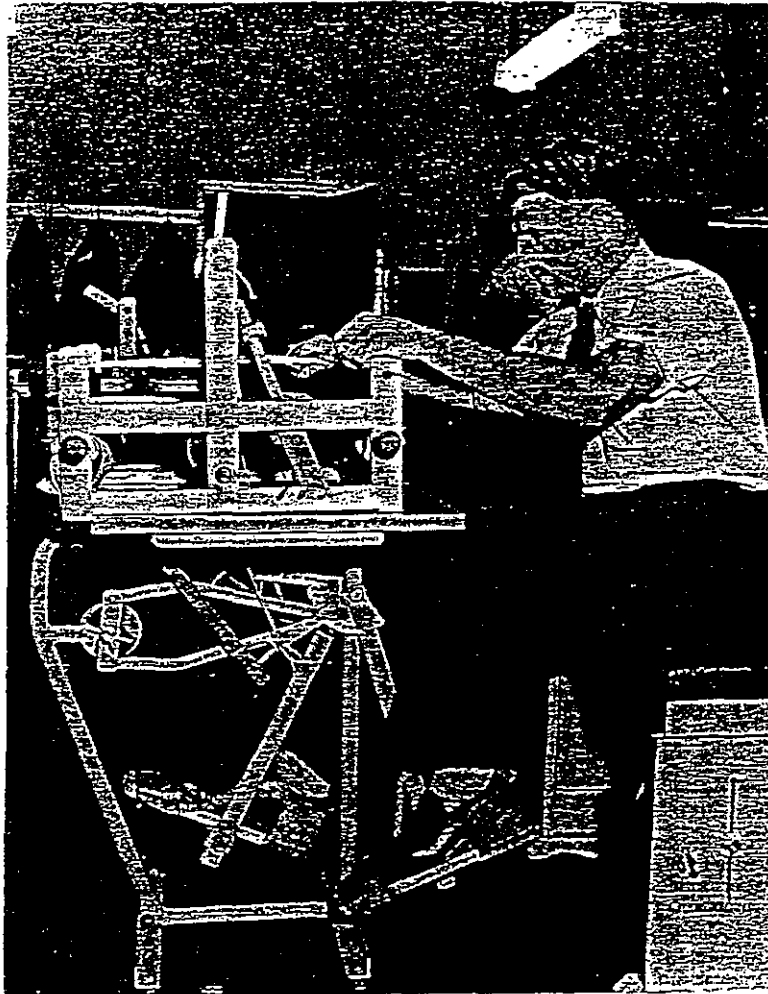
1. Rec# 1110. Unknown, Photographer Hydrotel 16-inch die sinking milling machine [Photocopy of b&w photographic illustration]. NSWGR, Annual Report 1954. Sydney: Govt. Printer; 1954: p.28.  
New machines and tools introduced into the workshops produced satisfactory results [during 1954]. One of these, a modern Hydrotel Machine, in the Eveleigh Workshops for the manufacture of dies for steel forging to eliminate hand work and to obtain an improvement in forgings.  
SRAA R10/23.



Hydrotel 16-inch die sinking milling machine.

Bibliography- Photographic

1. Rec# 1120. Unknown, Photographer 'Kick' machine for treatment of employees with knee injuries [Photocopy of b&w photographic illustration]. NSWGR, Annual Report 1954. Sydney: Govt. Printer; 1954: p.65. The Occupational Therapy Unit functioned satisfactorily throughout the year and provided 3,376 treatments. During the year a 'Kick' machine was developed within the Department for the treatment of employees with knee injuries.  
SRAA R10/23.



"Kick" machine for treatment of employees with knee injuries.

## Bibliography- Photographic

1. Rec# 1130. Unknown, Photographer Interior Large Erecting Shop, Eveleigh [Photocopy of b&w photographic illustration]. NSW Railway and Tramway Magazine. December 1917 ed. Sydney: Govt. Printer; 1917: p.37. Note: Shows employees and locos inside the Large Erecting Shop, Eveleigh.

This shop was first erected 400ft long in 1898, but due to the extensive nature of the repairs that had to be carried out on engines placed in this shop, an extension of the building was made in 1900. At...present...the shop is 600ft long, and consists of two separate bays. each 55ft wide...48 engines can be accommodated...the general layout for handling work and the lifting of engines is on similar lines to one of the leading locomotive workshops in Great Britain, which provides for engines being brought in on the middle road and transferred from same as required to either of the side roads, which are provided with pits running their whole length in each bay. These...allow ample room for the mechanics who operate underneath the engines, and every facility is provided for lifting and assisting the mechanics in dismantling or putting the work together. The machining equipment consists of lathes, drilling, boring, screwing and other tools for general work, and is operated from a line of shafting running through the centre of the shop between the bays, but split in the centre and driven by two separate motors, one of 25 hp and the other 20 hp. Special tools have been introduced for the purpose of dealing with axlesboxes and other portions of equipment which call for rapid production machine work. The overhead lifting appliances consist of six 35-ton cranes (three in each bay) and are electrically operated. At the end of this shop a Putnam wheel lathe is erected, capable of dealing with 5 or 6 pairs of tyres on wheels of variable sizes per working day. The largest and heaviest types of engines are dealt with in this shop, hence the names 'Large Erecting Shop'. Conveniently situated to this shop is a potash washing plant where grease and dirt are removed from the detail parts of locomotives. This is also served by a small overhead hand-operated crane and loads...up to...3 tons...are admitted...in boshes...

## Bibliography- Photographic

1. Rec# 1140. Unknown, Photographer Oxy-Acetylene Welding Superheater Elements [Photocopy of b&w photographic illustration]. NSW Railway and Tramway Magazine. December, 1919 ed. Sydney: Govt. Printer; 1919 Dec: p.101.

Note: Shows employee using an Oxy-Acetylene Welder to produce elements for a Superheater.

The greatest advance in the production of labour-saving machinery has been since 1905. A single forging machine does the work of [many?] men. A rivet or spike-making machine spews out 100 rivets per minute. Automatic and semi-automatic machines need only setting and feeding with material to turn out great varieties of highly-finished articles needed for all classes of rolling stock and the great heat producible by the oxy-acetylene torch and electric arc now permit of welding of steel in such a manner as to produce great saving of material, both for new and repair work. Copper tube-plates cracked in work, formerly irreparable, are now renewed by a process initiated by the writer, and the cost of new plates saved and expensive drilling and riveting of many plates is being gradually eliminated by seam and spot welding by the oxy-acetylene and electric arc processes. In the foundry, in addition to the complete equipment for the production of iron casting and non-ferrous alloys, a stock steel converter is used for making steel for wheel centres and general steel castings.



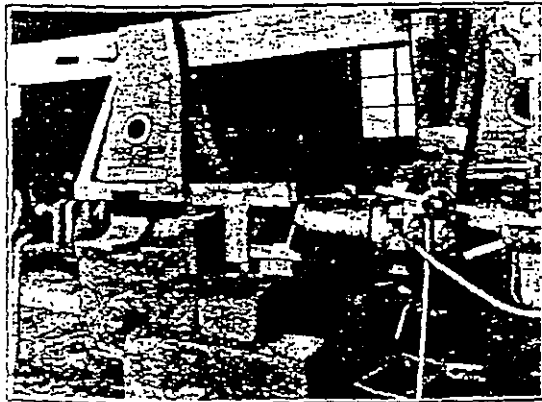
Oxy-Acetylene Welding Superheater Elements.



## Bibliography- Photographic

1. Rec# 1150. Unknown, Photographer Five[?]-inch Square Quasi Arc Welded Bar Frame [Photocopy of b&w photographic illustration]. NSW Railway and Tramway Magazine. December, 1919 ed. Sydney: Govt. Printer; 1919 Dec: p.101.

The greatest advance in the production of labour-saving machinery has been since 1905. A single forging machine does the work of [many?] men. A rivet or spike-making machine spews out 100 rivets per minute. Automatic and semi-automatic machines need only setting and feeding with material to turn out great varieties of highly-finished articles needed for all classes of rolling stock and the great heat producible by the oxy-acetylene torch and electric arc now permit of welding of steel in such a manner as to produce great saving of material, both for new and repair work. Copper tube-plates cracked in work, formerly irreparable, are now renewed by a process initiated by the writer, and the cost of new plates saved and expensive drilling and riveting of many plates is being gradually eliminated by seam and spot welding by the oxy-acetylene and electric arc processes. In the foundry, in addition to the complete equipment for the production of iron casting and non-ferrous alloys, a stock steel converter is used for making steel for wheel centres and general steel castings.

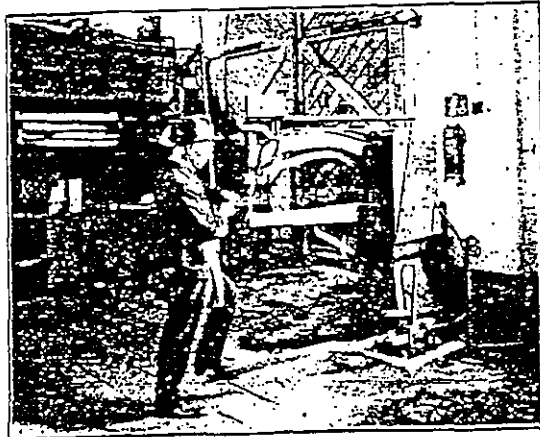


Five-inch Square Quasi Arc Welded Bar Frame.

## Bibliography- Photographic

1. Rec# 1160. Unknown, Photographer Spot Welding [Photocopy of b&w photographic illustration]. NSW Railway and Tramway Magazine. December, 1919 ed. Sydney: Govt. Printer; 1919 Dec: p.101.

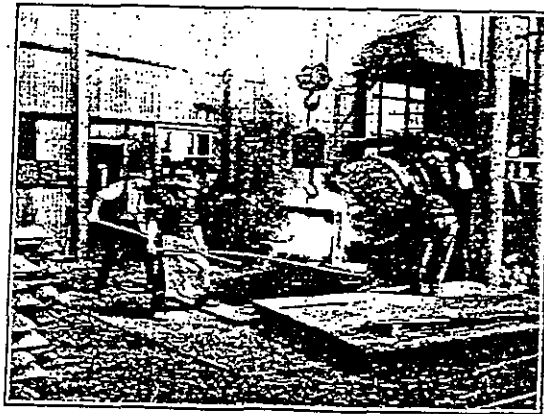
The greatest advance in the production of labour-saving machinery has been since 1905. A single forging machine does the work of [many?] men. A rivet or spike-making machine spews out 100 rivets per minute. Automatic and semi-automatic machines need only setting and feeding with material to turn out great varieties of highly-finished articles needed for all classes of rolling stock and the great heat producible by the oxy-acetylene torch and electric arc now permit of welding of steel in such a manner as to produce great saving of material, both for new and repair work. Copper tube-plates cracked in work, formerly irreparable, are now renewed by a process initiated by the writer, and the cost of new plates saved and expensive drilling and riveting of many plates is being gradually eliminated by seam and spot welding by the oxy-acetylene and electric arc processes. In the foundry, in addition to the complete equipment for the production of iron casting and non-ferrous alloys, a stock steel converter is used for making steel for wheel centres and general steel castings.



Spot Welding.

Bibliography- Photographic

1. Rec# 1170. Unknown, Photographer Pouring Steel from Stock Converter [Photocopy of b&w photographic illustration]. NSW Railway and Tramway Magazine. December, 1919 ed. Sydney: Govt. Printer; 1919 Dec: p.101.  
The greatest advance in the production of labour-saving machinery has been since 1905. A single forging machine does the work of [many?] men. A rivet or spike-making machine spews out 100 rivets per minute. Automatic and semi-automatic machines need only setting and feeding with material to turn out great varieties of highly-finished articles needed for all classes of rolling stock and the great heat producible by the oxy-acetylene torch and electric arc now permit of welding of steel in such a manner as to produce great saving of material, both for new and repair work. Copper tube-plates cracked in work, formerly irreparable, are now renewed by a process initiated by the writer, and the cost of new plates saved and expensive drilling and riveting of many plates is being gradually eliminated by seam and spot welding by the oxy-acetylene and electric arc processes. In the foundry, in addition to the complete equipment for the production of iron casting and non-ferrous alloys, a stock steel converter is used for making steel for wheel centres and general steel castings.

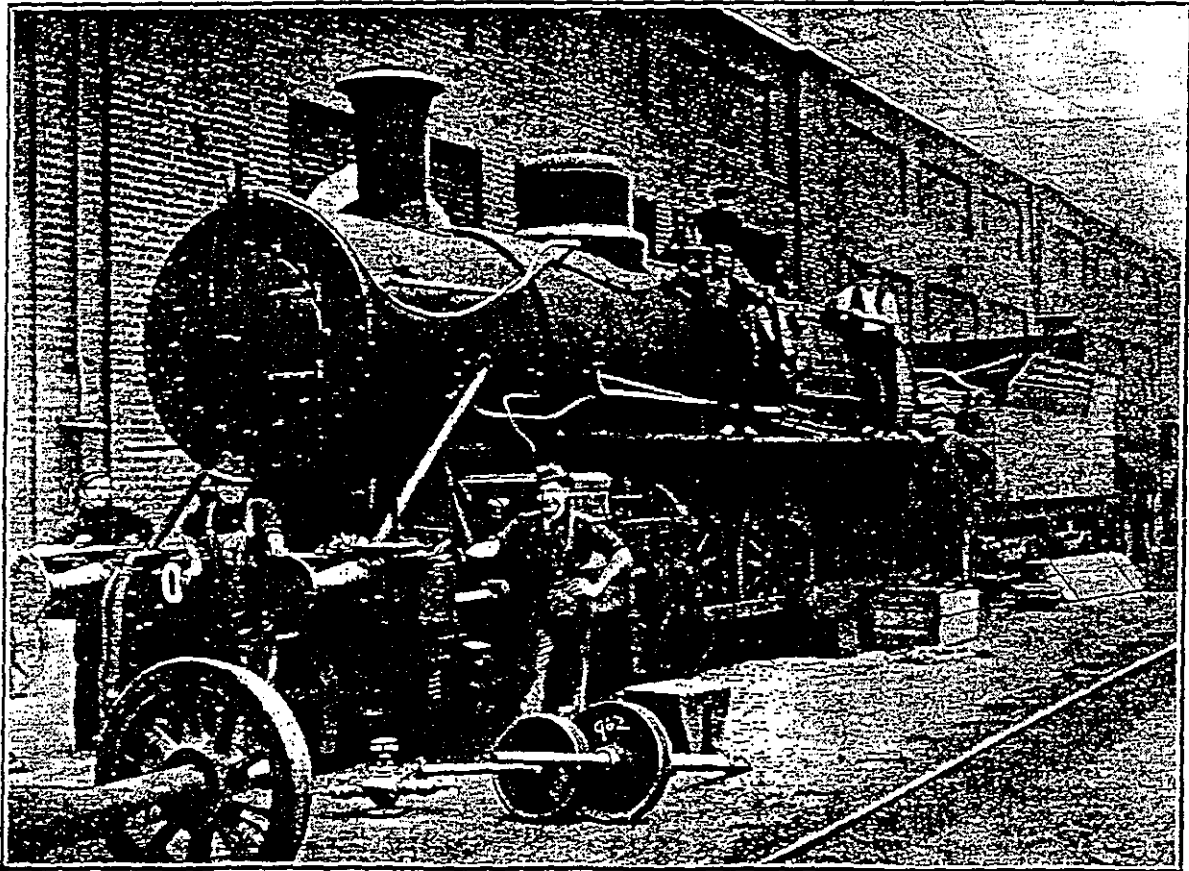


Pouring Steel from Stock Converter.

Bibliography- Photographic

1. Rec# 1180. Dewey, C. F., Photographer A Baldwin 'O' class 4-6-0 Engine undergoing repairs at Eveleigh [Photocopy of b&w photographic illustration]. NSW Railway and Tramway Magazine. November 1, 1919 ed. Sydney: Govt. Printer; 1919: p.390.

Note: Shows seven employees on and around a Baldwin 'O' class loco outside the Large Erecting Shop, Eveleigh.



A Baldwin "O" class 4-6-0 Engine undergoing repairs at Eveleigh

*Photo by C. F. Dewey*

Bibliography- Photographic

1. Rec# 1190. Unknown, Photographer Making Masks, Railway and Tramway Institute [Photocopy of b&w photographic illustration]. NSW Railway and Tramway Magazine. March 1, 1919 ed. By courtesy of the 'Sydney Mail'. Sydney: Govt. Printer; 1919: p.114.  
Note: Shows a large number of women making masks at the Railway and Tramway Institute, presumably for issue to Railway and Tramway staff.  
Splendid assistance was given by a number of voluntary workers, including members of several sections of the St John's Ambulance Brigade and also from the first section of the Railway Comforts Fund, together with a number of lady members of the Chief Electrical Engineer's staff, who cheerfully gave up their Saturday afternoon and Sunday and worked far into the night to see the business through.



Making Masks, Railway and Tramway Institute.

By courtesy of the "Sydney Mail"

## Bibliography- Photographic

1. Rec# 1200. Unknown, Photographer Fighting Phneumonic Influenza by Means of Inhalation Chambers [Photocopy of b&w photographic illustration]. NSW Railway and Tramway Magazine. March 1, 1919 ed. Sydney: Govt. Printer; 1919: p.114.

Note: The Inhalation Chamber, being used by an employee.

In addition to supplying masks to the Railway and Tramway staff [Rec# 1190] the Railway Commissioners have provided a number of inhaling chamber, as an additional means of fighting pneumonic influenza. The majority of the chambers consist of ordinary compartments in cars fitted with suitable equipment. Twenty tram cars and a number of railway cars are so equipped, which can be moved to any locality at short notice as required. In addition...several stationary chambers have been provided for the use of the various office staffs - the tramway power houses and some of the workshops, consisting of light wooden framework covered with calico or other suitable material. The equipment consists of an atomiser, a glass jar to hold the disinfectant and a supply of compressed air. After some experimenting it was found that an atomiser constructed on the principle of the ordinary scent spray was very suitable, and a large number of these have been made at the Randwick Tramway Workshops, where the first experimental car was equipped.



The Inhalation Chamber

Bibliography- Photographic

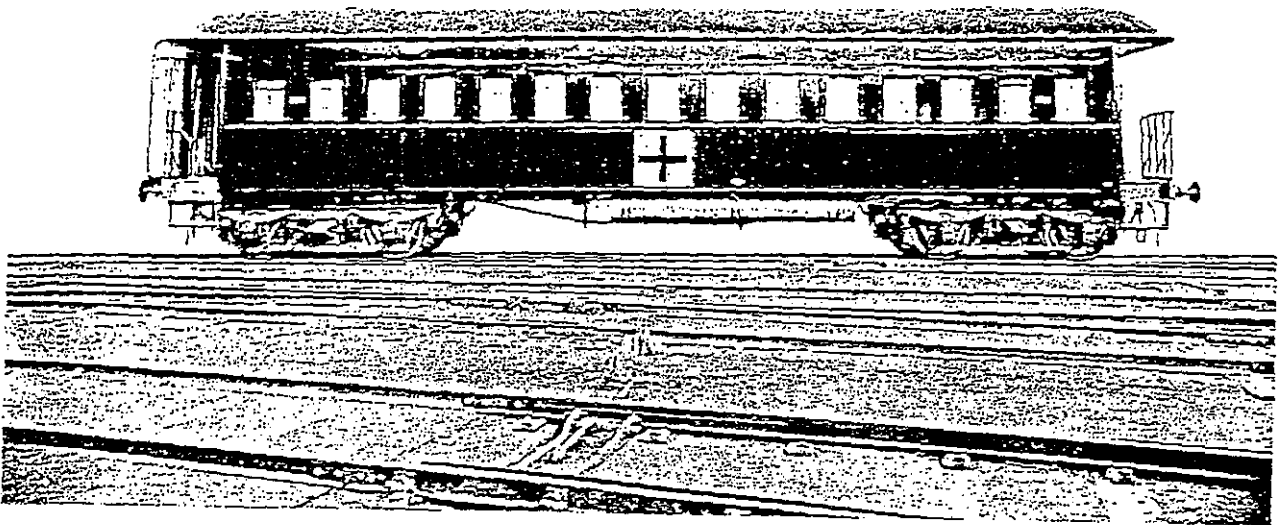
1. Rec# 1210. Unknown, Photographer Suburban Cars, converted for conveyance of Wounded Soldiers [Photocopy of b&w photographic illustration]. NSWGR, Annual Report 1917. Sydney: Govt. Printer; 1917.  
Interior View, showing upper and lower berths in position for use.  
SRAA R9/29.



Suburban Cars, converted for conveyance of Wounded Soldiers.  
(Interior View, showing upper and lower berths in position for use.)

Bibliography- Photographic

1. Rec# 1220. Unknown, Photographer Ambulance Car for Wounded Soldiers [Photocopy of b&w photographic illustration]. NSWGR, Annual Report 1917. Sydney: Govt. Printer; 1917. Converted from suburban car. Fitted with 22 sleeping berths, small cooking apparatus, and lavatory accommodation. SRAA R9/29.



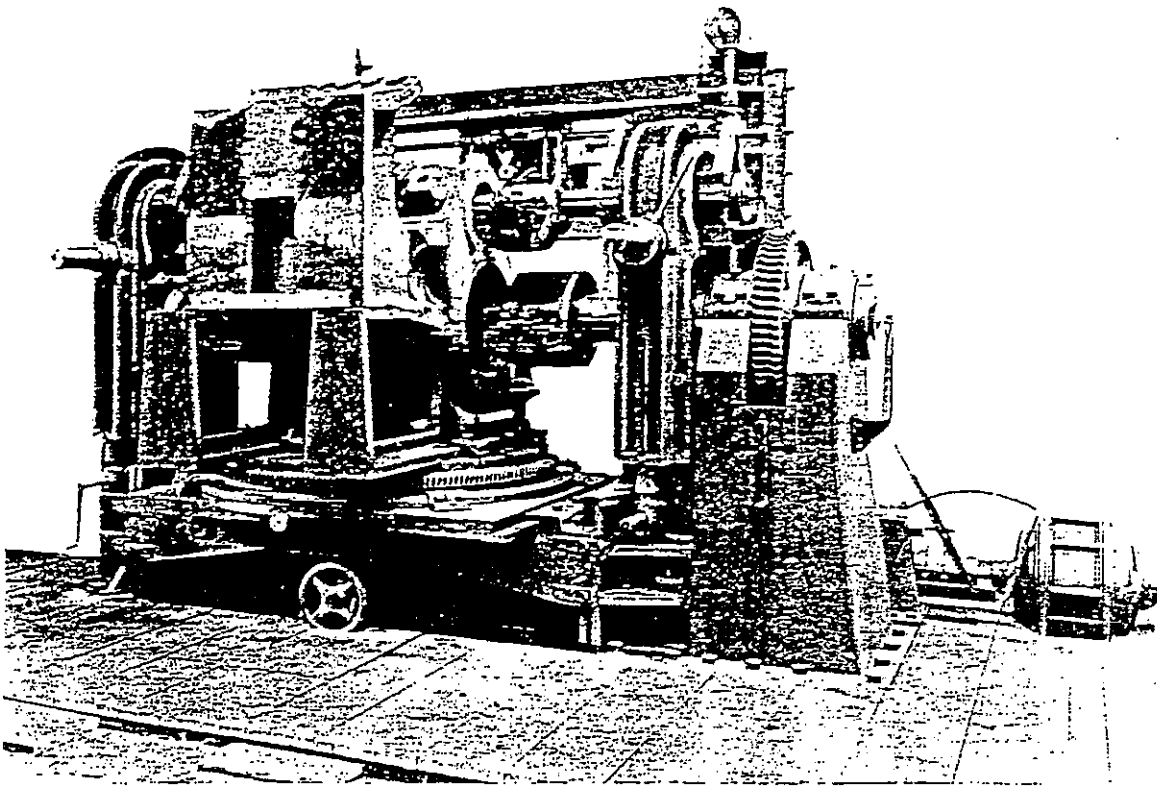
Ambulance Car for Wounded Soldiers.

Converted from suburban car. Fitted with 22 sleeping berths, small cooking apparatus, and lavatory accommodation.



Bibliography- Photographic

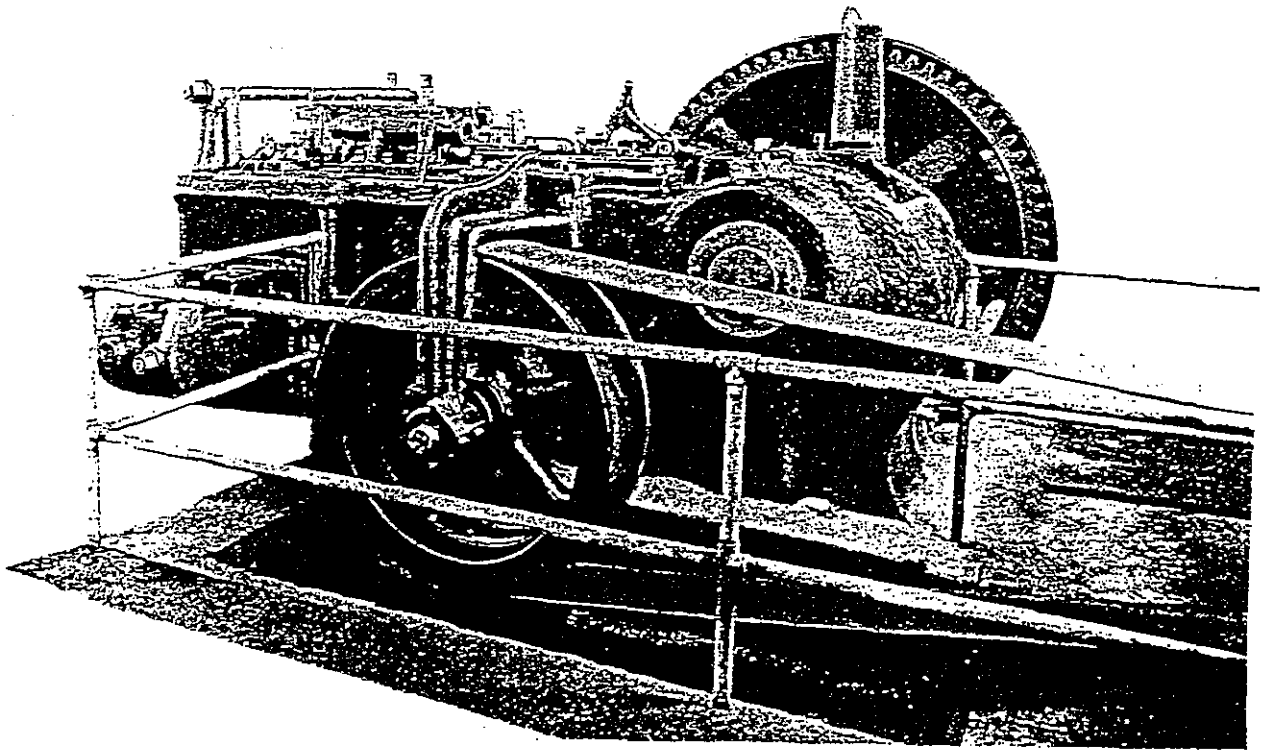
1. Rec# 1230. Unknown, Photographer Cylinder Boring Machine built at Eveleigh Workshops [Photocopy of b&w photographic illustration]. NSWGR, Annual Report 1917. Sydney: Govt. Printer; 1917. Showing cylinder being bored. SRAA R9/29.



Cylinder Boring Machine built at Eveleigh Workshops. Showing cylinder being bored.

Bibliography- Photographic

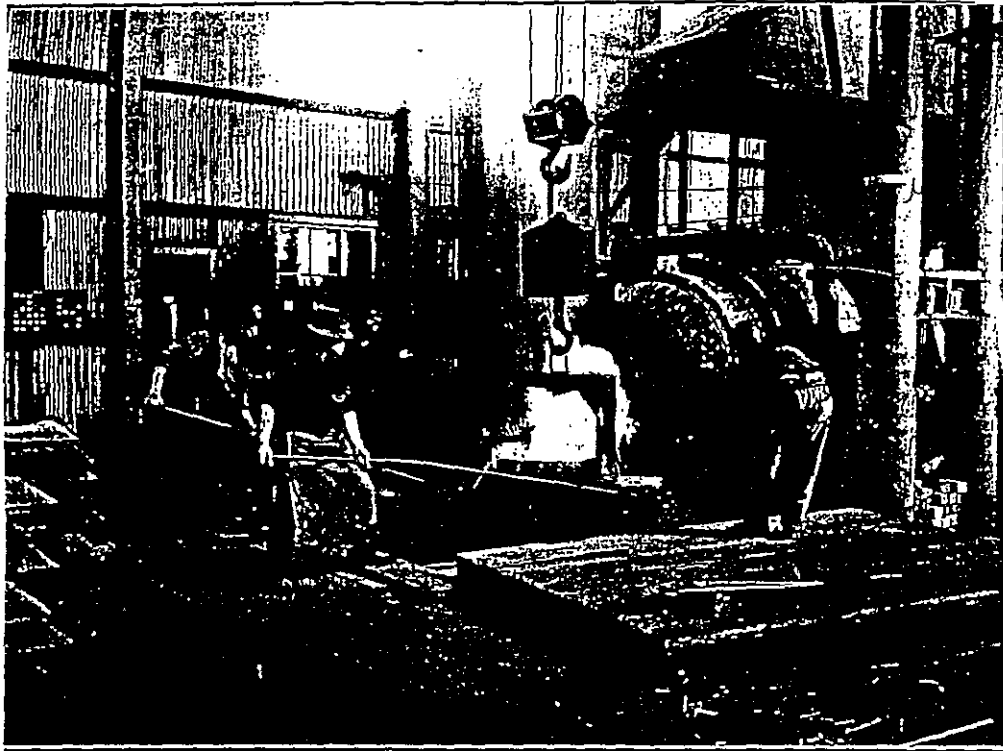
1. Rec# 1240. Unknown, Photographer Ajax Forging Machine, Eveleigh Workshops [Photocopy of b&w photographic illustration]. NSWGR, Annual Report 1917. Sydney: Govt. Printer; 1917.  
This machine has an output equal to that of 42 men using old methods.  
SRAA R9/29.



Ajax Forging Machine, Eveleigh Workshops.  
This machine has an output equal to that of 42 men using old methods.

Bibliography- Photographic

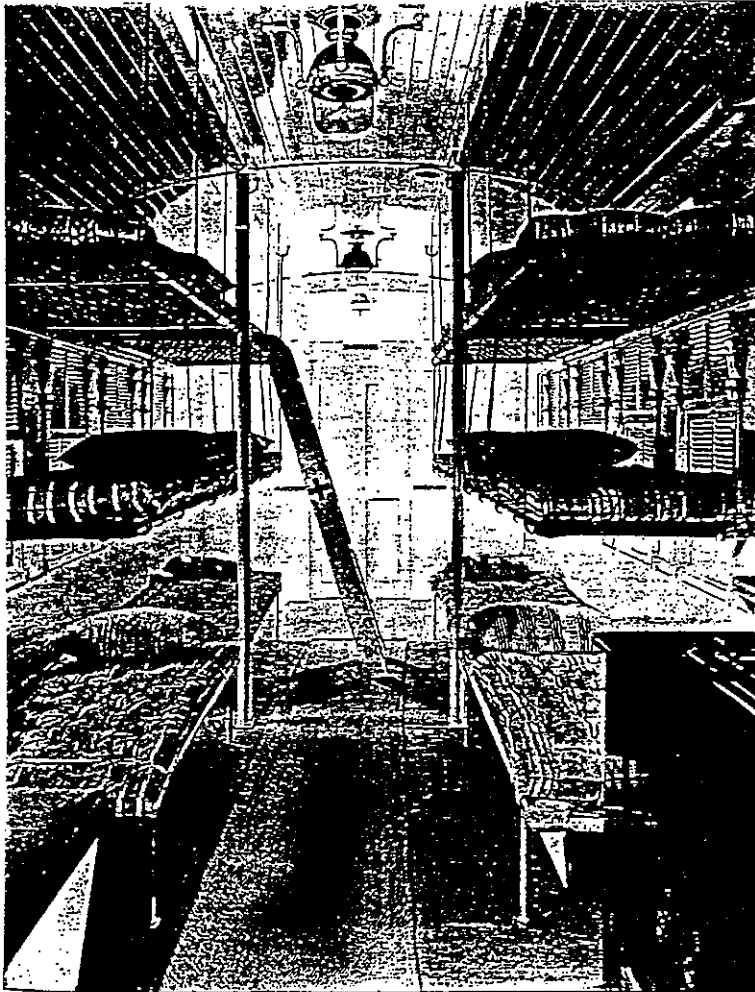
1. Rec# 1250. Unknown, Photographer Pouring Molten Steel from Converter at Eveleigh Foundry [Photocopy of b&w photographic illustration]. NSWGR, Annual Report 1918. Sydney: Govt. Printer; 1918. SRAA R9/30.



Pouring Molten Steel from Converter at Eveleigh Foundry.

Bibliography- Photographic

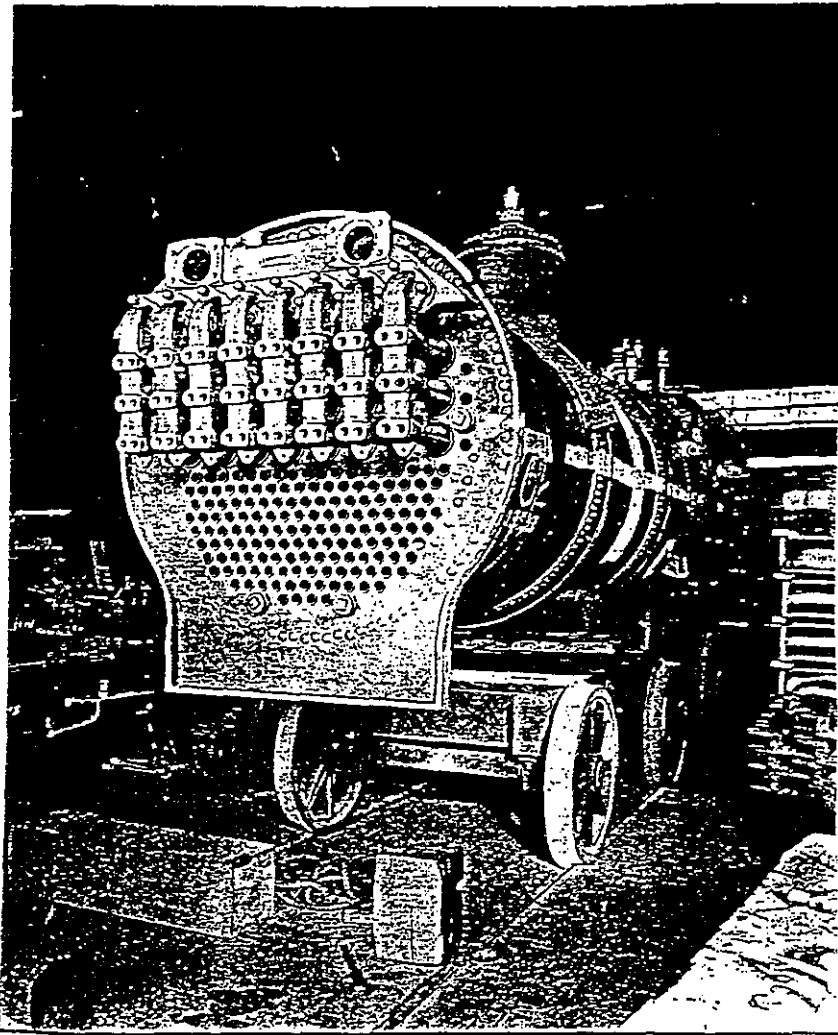
1. Rec# 1260. Unknown, Photographer Suburban Car converted for carrying wounded soldiers, 3 tiers of berths on each side [Photocopy of b&w photographic illustration]. NSWGR, Annual Report 1918. Sydney: Govt. Printer; 1918. 25 Cars are so equipped. SRAA R9/30.



Suburban Car converted for carrying wounded soldiers, 3 tiers of berths on each side.  
25 Cars are so equipped.

Bibliography- Photographic

1. Rec# 1270. Unknown, Photographer Locomotive Boiler equipped with 'Lucy' Superheater, made at Eveleigh [Photocopy of b&w photographic illustration]. NSWGR, Annual Report 1918. Sydney: Govt. Printer; 1918. SRAA R9/30.



Locomotive Boiler equipped with "Lucy" Superheater, made at Eveleigh Works.

Bibliography- Photographic

1. Rec# 1280. Unknown, Photographer Wall Engine LHS rear wall  
[Photocopy of b&w photograph]. Sydney; n.d.  
Shows rows of axles and wheels, cranes overhead.  
Illustrates complexity of overhead belt drive system.  
SRAA Photographic Collection 601/21.



Bibliography- Photographic

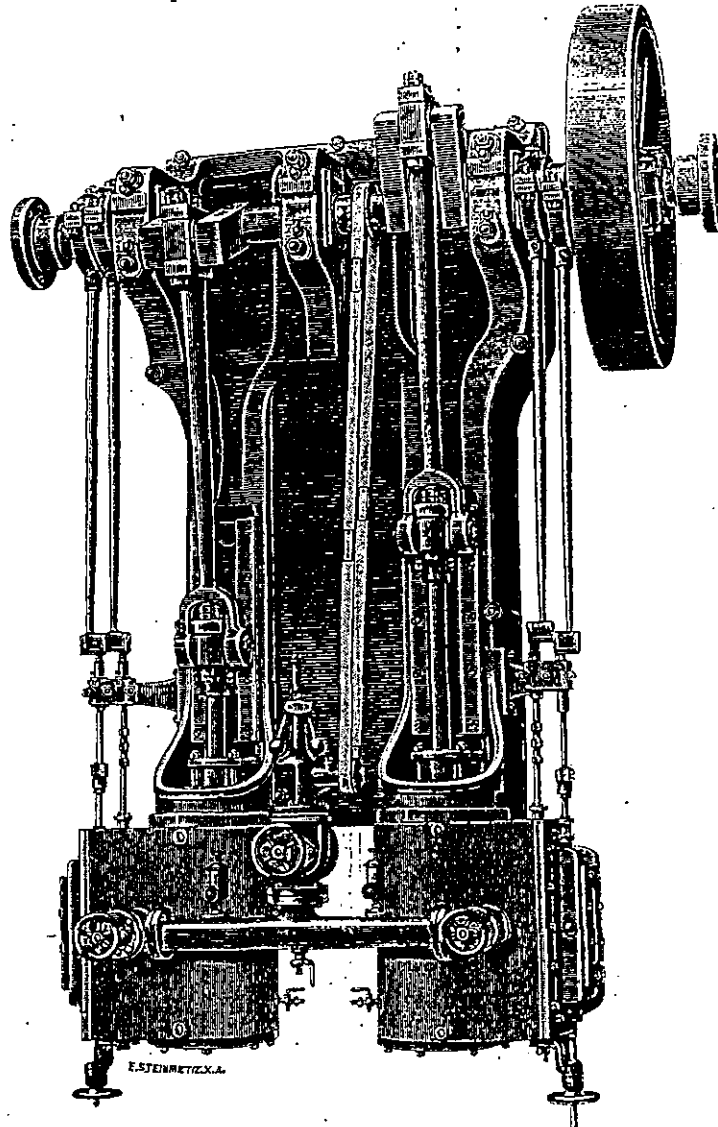
1. Rec# 1290. Unknown, Photographer Wall engine, constructed by Messrs. Tangye's Limited, Engineers, Birmingham [Photocopy of journal illustration]. Extract from journal 'Engineering', June 13, 1884. Wall engine for driving machinery and cranes - as fitted to end walls at Eveleigh Loco & Carriage Workshops to drive line shafting, which then drove machine and cranes by belts. See SRAA 601/18,19 [Rec# 1280, 1300] for photo of wall engine mounted on back wall centre. SRAA Photographic Collection 601/49.

*As fitted to end walls at Eveleigh loco + carriage  
workshops to drive line shafting, which then drove machines +  
cranes by belts.*  
JUNE 13, 1884.]

ENGINEERING.

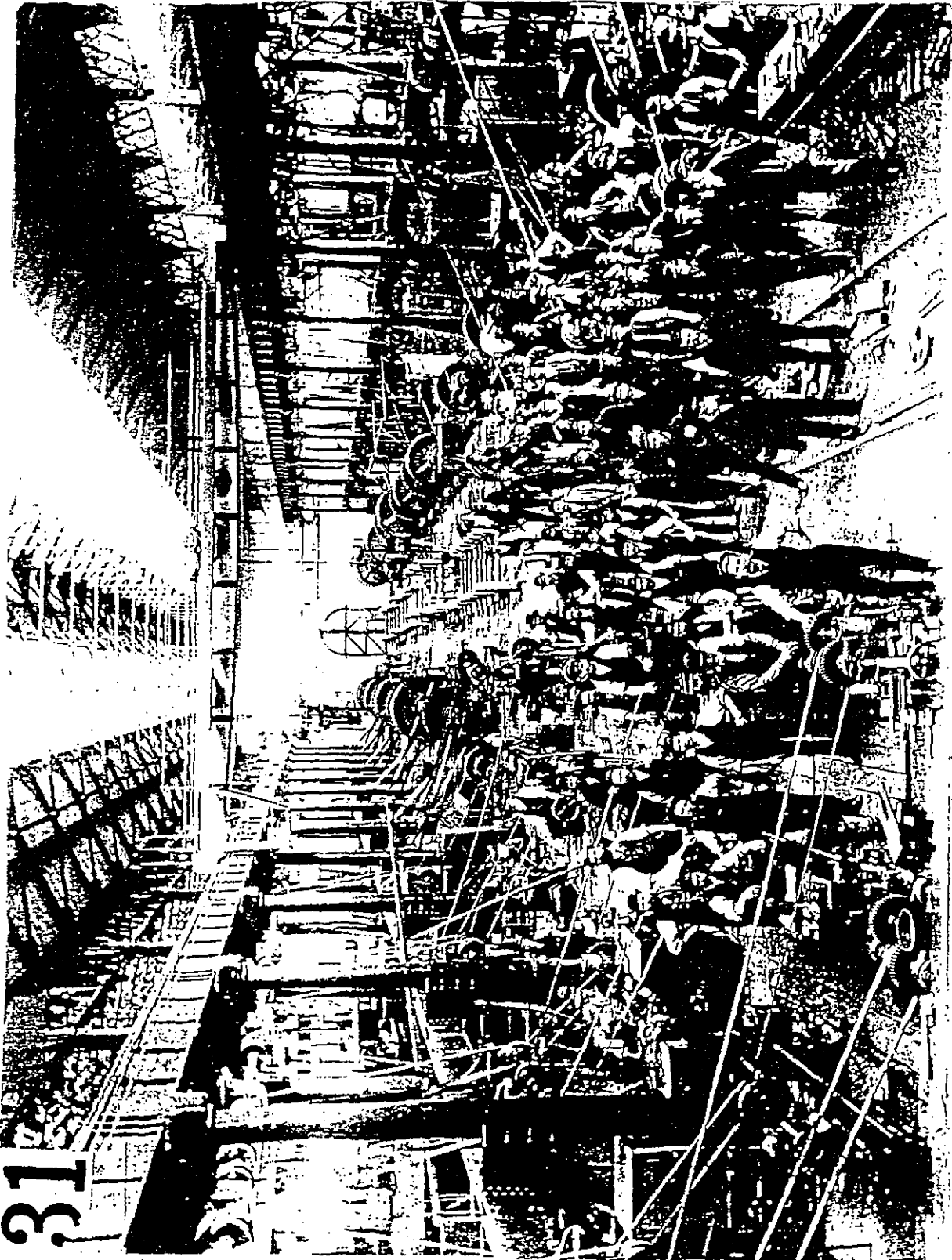
WALL ENGINE.

CONSTRUCTED BY MESSRS. TANGYE'S, LIMITED, ENGINEERS, BIRMINGHAM.  
(For Description, see Page 521.)



Bibliography- Photographic

1. Rec# 1300. Unknown, Photographer Wall engine for driving machinery and cranes [Photocopy of b&w photograph]. ; n.d.  
Similar to Rec# 1280, 1300, but includes massed workers in Machine Shop.  
SRAA Photographic Collection 601/18.



13



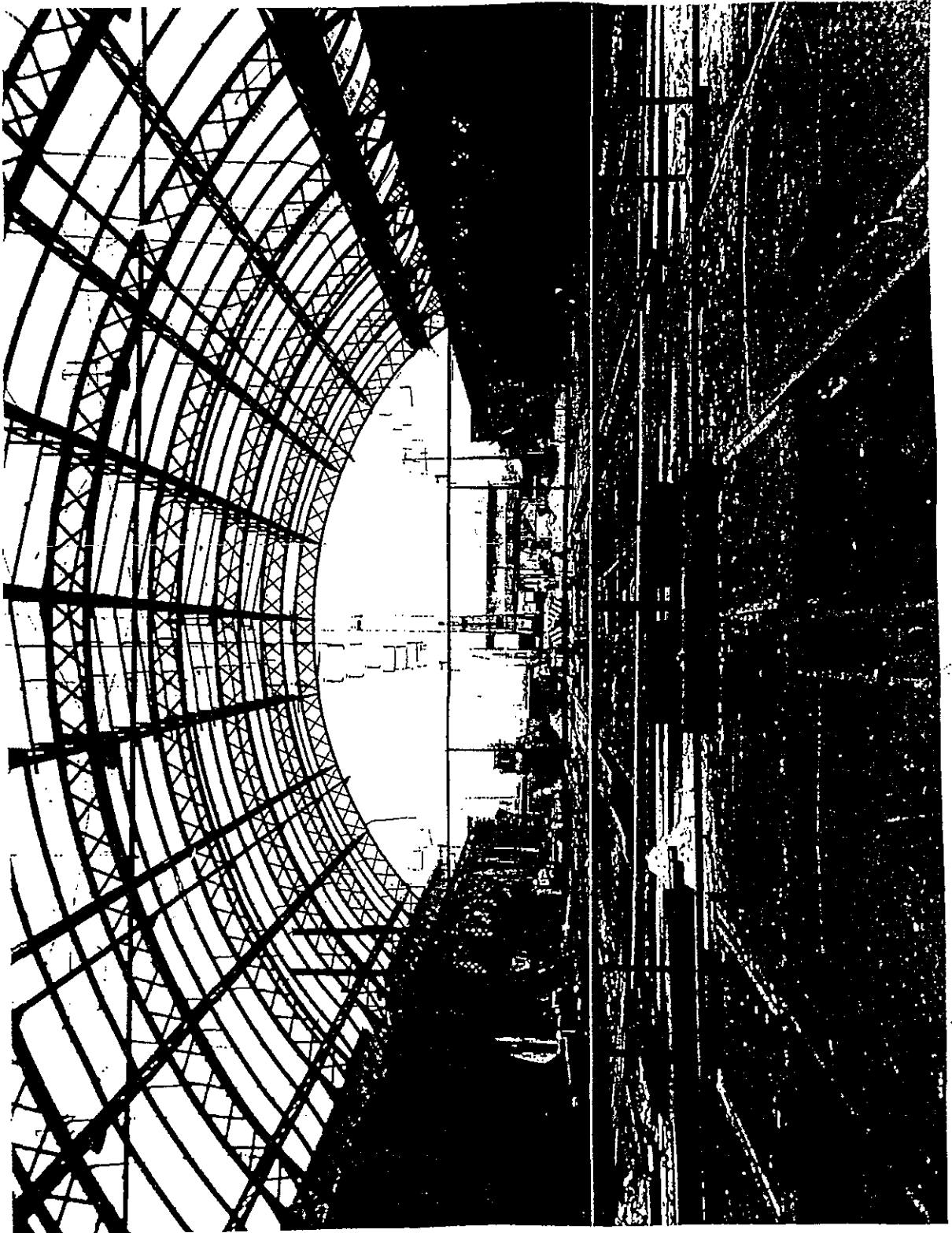
Bibliography- Photographic

1. Rec# 1310. Unknown, Photographer Eveleigh Loco Running Sheds  
[Photocopy of b&w photograph]. ; 1890.  
Shows possible Chinese employee on rolling stock.  
SRAA Photographic Collection 551/42.



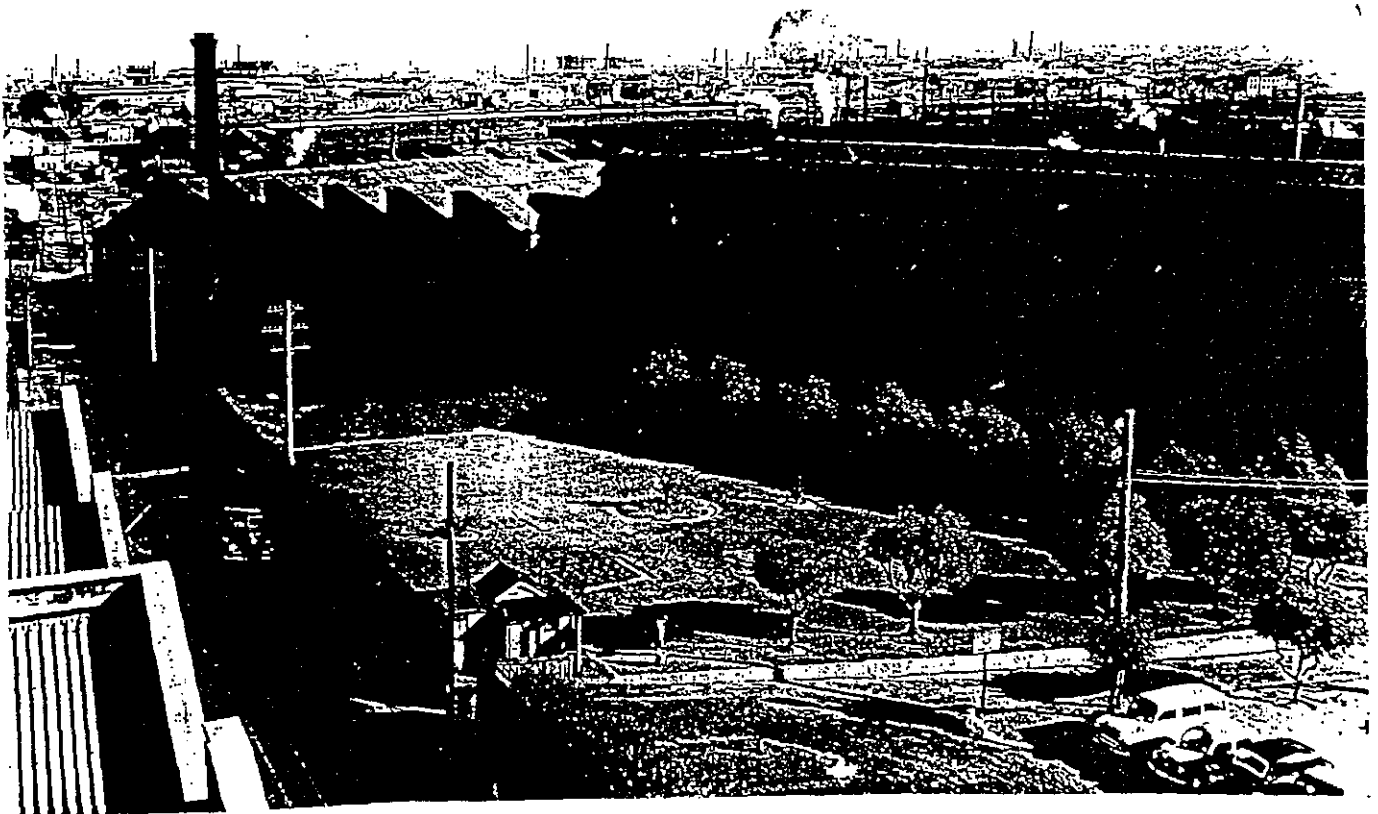
Bibliography- Photographic

1. Rec# 1320. Unknown, Photographer Demolition of Eveleigh Running Sheds (East) [Photocopy of b&w photograph]. ; 1961 Nov.  
One of a series 551/64-69 WG 152-6.  
SRAA Photographic Collection 551/64.



Bibliography- Photographic

1. Rec# 1330. Unknown, Photographer Eveleigh Loco Shop - opp. view from lines [Photocopy of b&w photograph]. ; 1958. SRAA Photographic Collection 601/3 H58709.



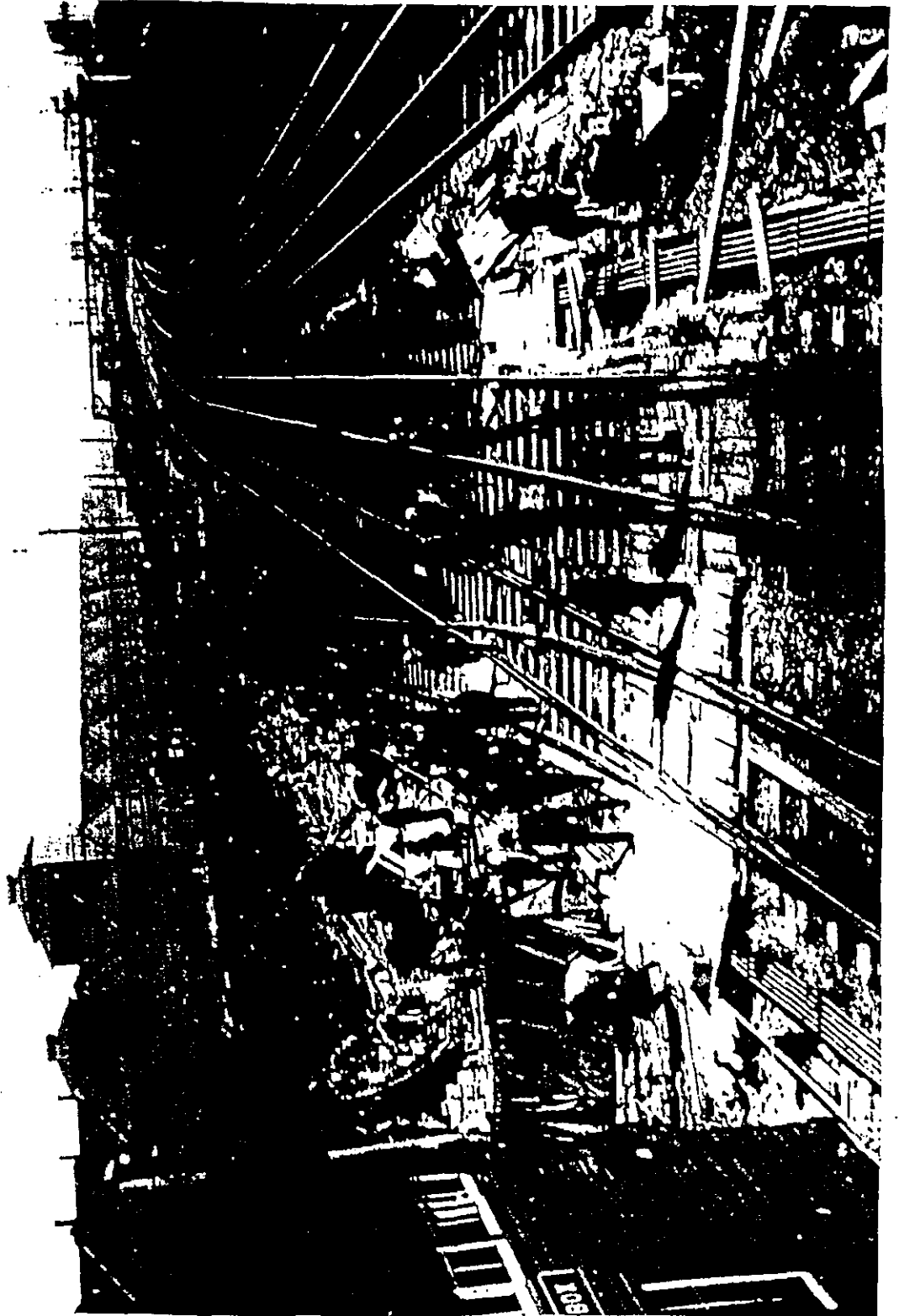
Bibliography- Photographic

1. Rec# 1340. Unknown, Photographer Eveleigh Loco Workshop-  
close up side view from lines [Photocopy of b&w  
photograph]. ; n.d. but pre 1900.  
SRAA Photographic Collection 601/5.



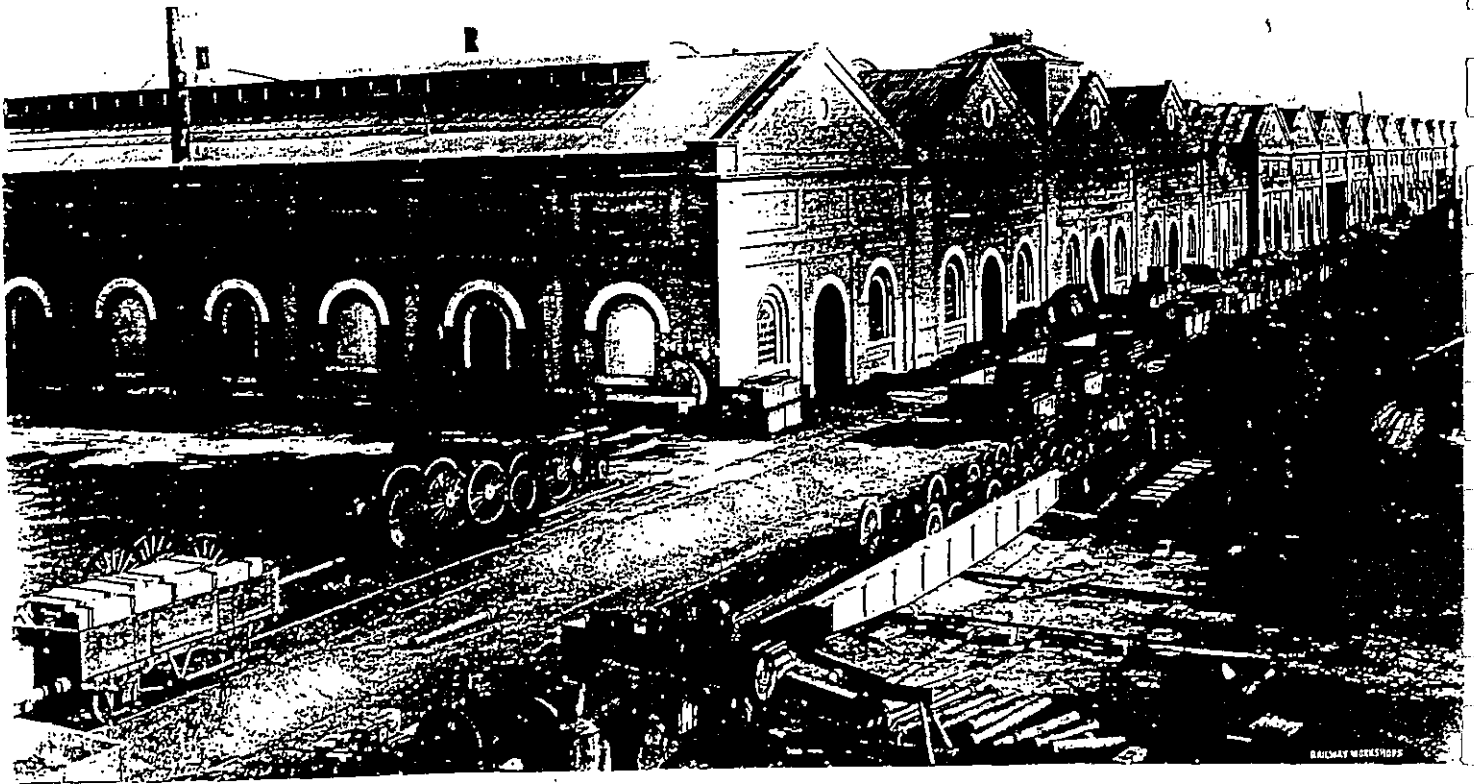
Bibliography- Photographic

1. Rec# 1350. Unknown, Photographer Knocking off from Loco Workshops [Photocopy of b&w photograph]. ; n.d.  
Note untidy (incomplete?) state of yards and mass of employees.  
SRAA Photographic Collection 601/15.



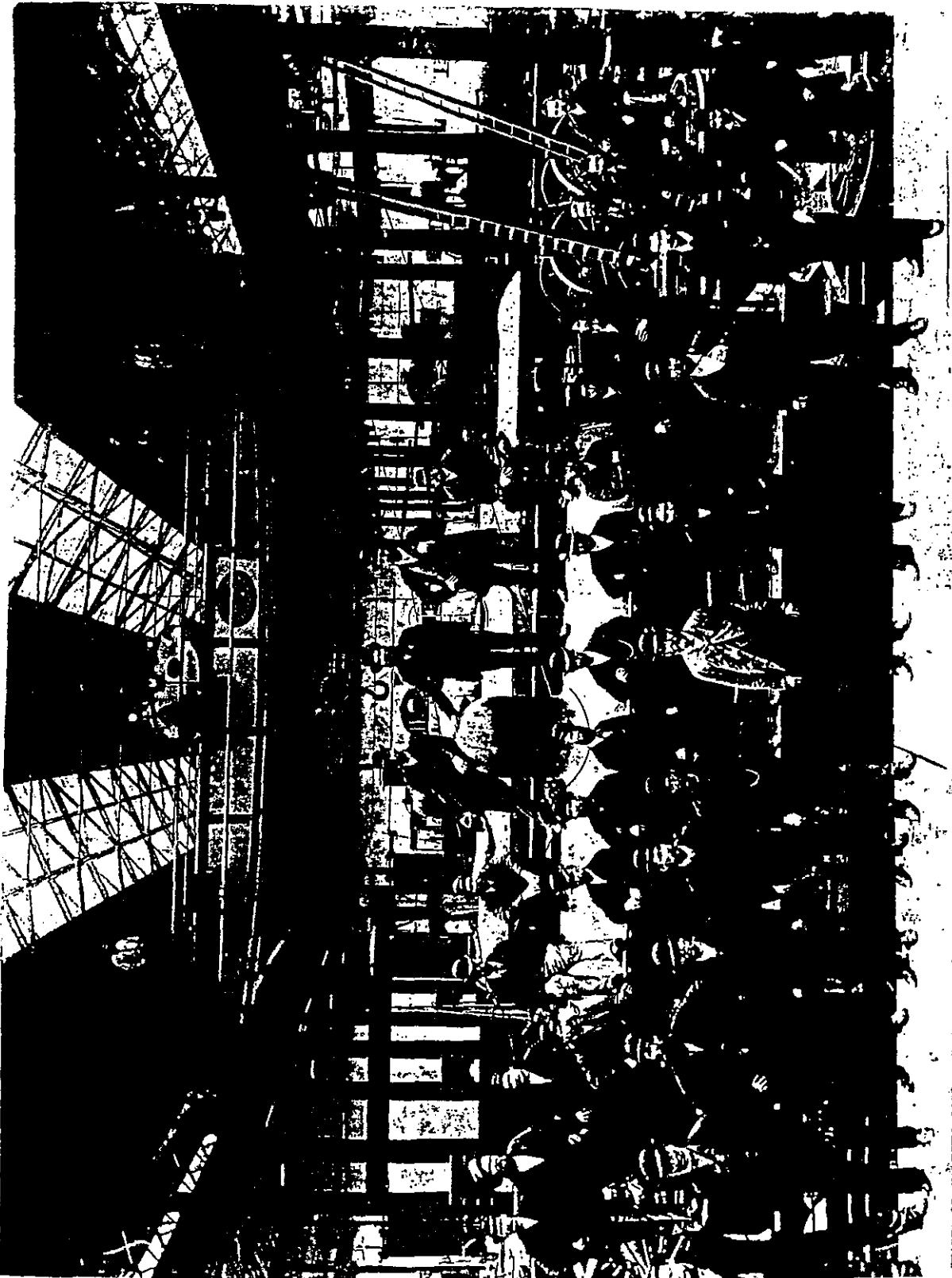
Bibliography- Photographic

1. Rec# 1360. Unknown, Photographer Eveleigh Loco Workshops - departing view [Photocopy of b&w photograph]. ; 1890. Note incomplete state of buildings and yards, with trucks, wheels, axles and materials in yards. SRAA Photographic Collection 601/7 Pa 4456.



Bibliography- Photographic

1. Rec# 1370. Unknown, Photographer Erecting Shop - interior, with workers posed [Photocopy of b&w photograph]. ; 1886.  
Note dress of workers - in street rather than working clothes, with (mostly) bowler hats and gold watch fobs. Also traversing crane and wooden ladders for access to them.  
SRAA Photographic Collection 601/17.



Bibliography- Photographic

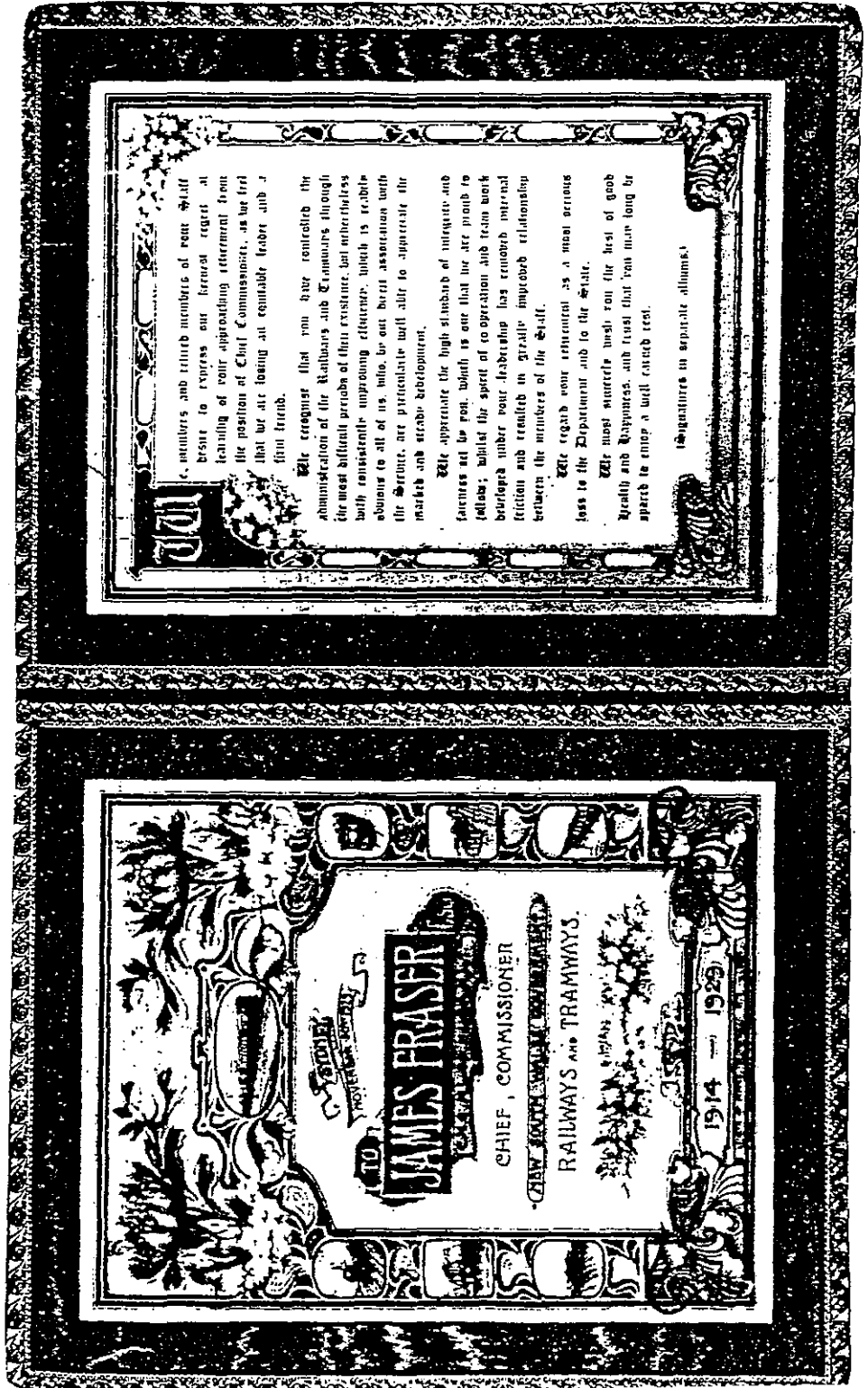
1. Rec# 1380. Unknown, Photographer Art Show, Carriage Works, Eveleigh [Photocopy of b&w photograph]. ; 1944 Mar 30.  
Note timing of Art Show, during WW2. Possibly fund raising for war effort?  
SRAA Photographic Collection 591/20.





Bibliography- Photographic

1. Rec# 1390. Unknown, Photographer Reproduction of the illuminated address presented to the ex-Chief Commissioner [Photocopy of b&w photographic illustration]. The Staff. ; 1930 Jan 23: facing p.64. Accompanying the address were folios containing the original signatures of nearly thirty thousand Railway and Tramway men, who thus recorded their regret at Mr Fraser's retirement after over fifty-one years' service to the State. The address was the work of Mr S. Montgomery of the Engineer-in-Chief's Branch. ML Q656.06/S.



Bibliography- Photographic

1. Rec# 1400. Unknown, Photographer Section of Munitions Annexe, Eveleigh [Photocopy of b&w photographic illustration]. NSW Government Railways at War: A Review of the Activities of the NSW Government Railways in the Second World War. Sydney: NSW Govt. Printer; n.d.: p.56.  
SRAA M27(1).



Bibliography- Photographic

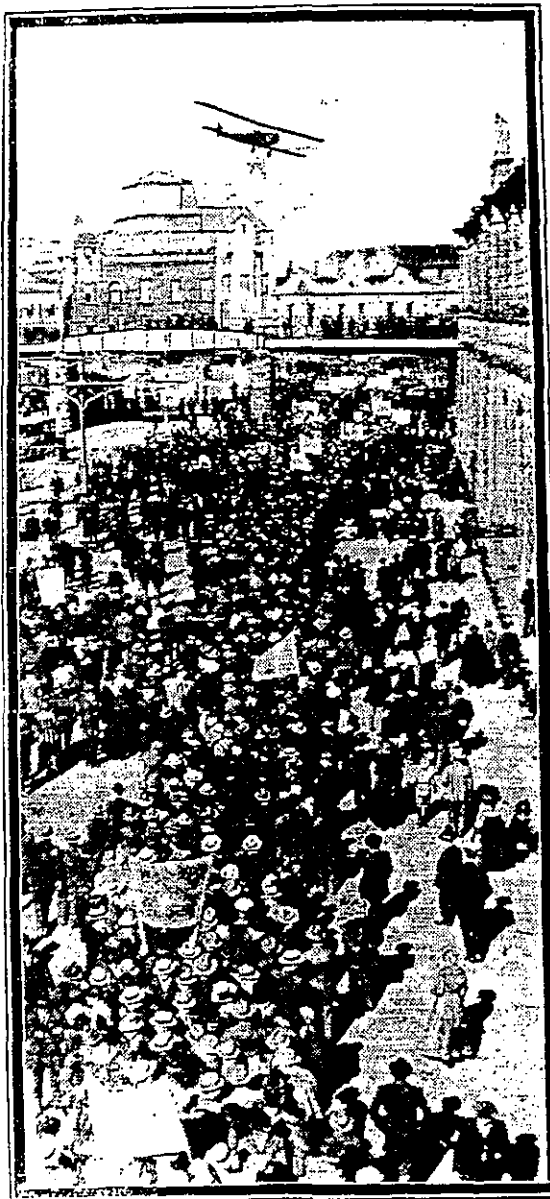
1. Rec# 1410. Unknown, Photographer Ambulance Room, Eveleigh  
[Photocopy of b&w photographic illustration]. NSW  
Government Railways at War: A Review of the Activities  
of the NSW Government Railways in the Second World War.  
Sydney: NSW Govt. Printer; n.d.: p.56.  
SRAA M27(1).



Ambulance Room, Eveleigh.

Bibliography- Photographic

1. Rec# 1420. Unknown, Photographer General Strike [Photocopy of b&w photographic illustration]. Daily Telegraph. Sydney; 1917 Aug 8.  
Airplane flying across strikers' processions. Strikers and their sympathizers at Eddy Avenue beside the Central Railway Station, Sydney, waiting for the procession to the Domain, which commenced at 2 pm daily.



... across the Strikers' Procession yesterday.

## Bibliography- Photographic

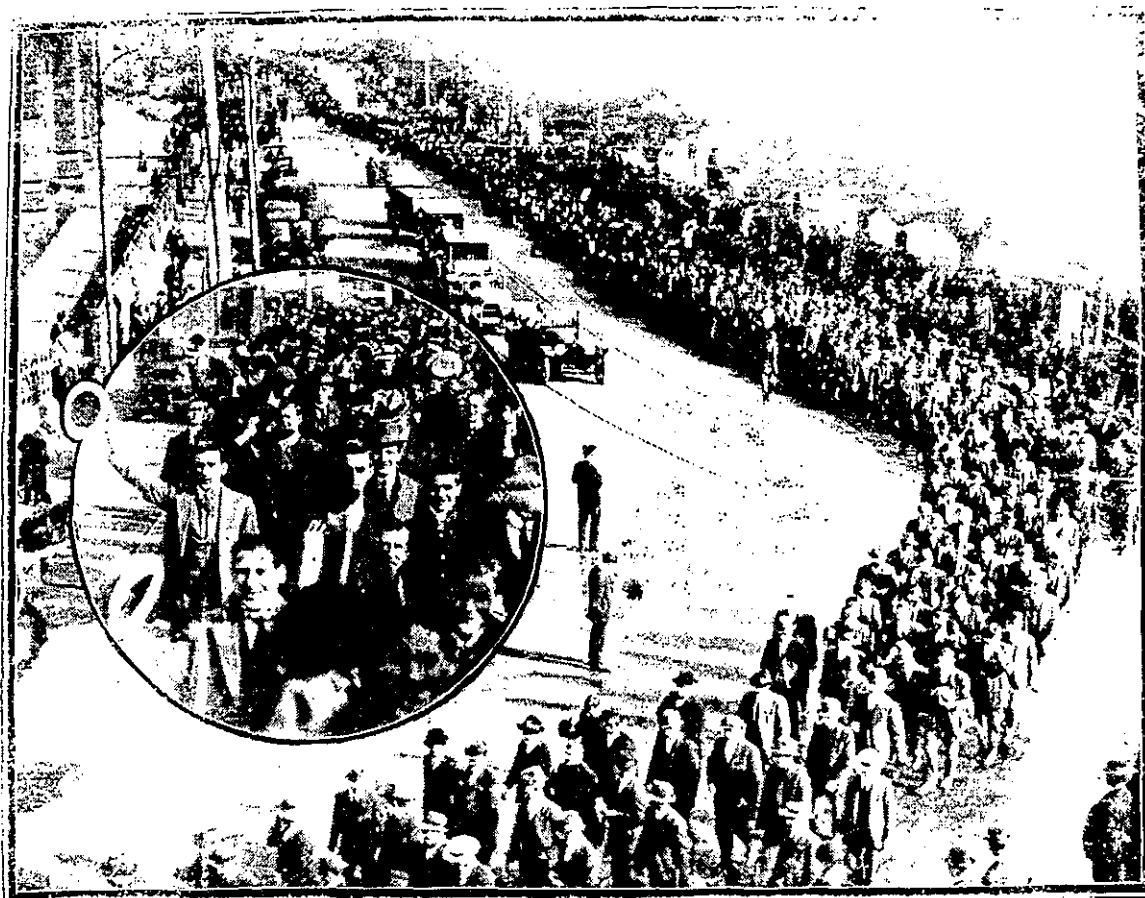
1. Rec# 1430. Unknown, Photographer How the Strikers greeted the Loyalists [Photocopy of b&w photographic illustration]. Sydney Mail. Sydney; 1917 Aug 15. '[As] the trams first appeared in the streets the strikers greeted the loyalists drivers with "boo-hoos," or held their noses in vulgar derision, while the favourite cry among their women supporters was "S....]'. [The demo]nstrations were not particularly violent; the behaviour of the crowd was generally good. Someone suggested an exhibition of mock respect to the drivers, and as the procession wound through the s[treets] the strikers raised their hats and kept quiet as though a funeral were passing. This was the mood of the processionists up to the end of last week.'.



HOW THE STRIKERS GREETED THE LOYALISTS.

Bibliography- Photographic

1. Rec# 1440. Unknown, Photographer Yesterday's Strike Procession [Photocopy of b&w photographic illustration]. Daily Telegraph. Sydney; 1917 Aug 11.



YESTERDAY'S STRIKE PROCESSION

Bibliography- Photographic

1. Rec# 1450. Unknown, Photographer Demonstration by the Strikers and their Supporters [Photocopy of b&w photographic illustration]. Sydney Mail. Sydney; 1917 Aug 15.

'The authorities having been given permission to the strikers to march through the city streets on Thursday, an immense procession was formed in Rawson-place and Eddy avenue. To the accompaniment of songs and band music the many thousands of men, women, and children marched along George-street, through Park and College streets, to the Domain, where at one time the crowd numbered between 30,000 and 40,000.'



**DEMONSTRATION BY THE STRIKERS AND THEIR SUPPORTERS.**

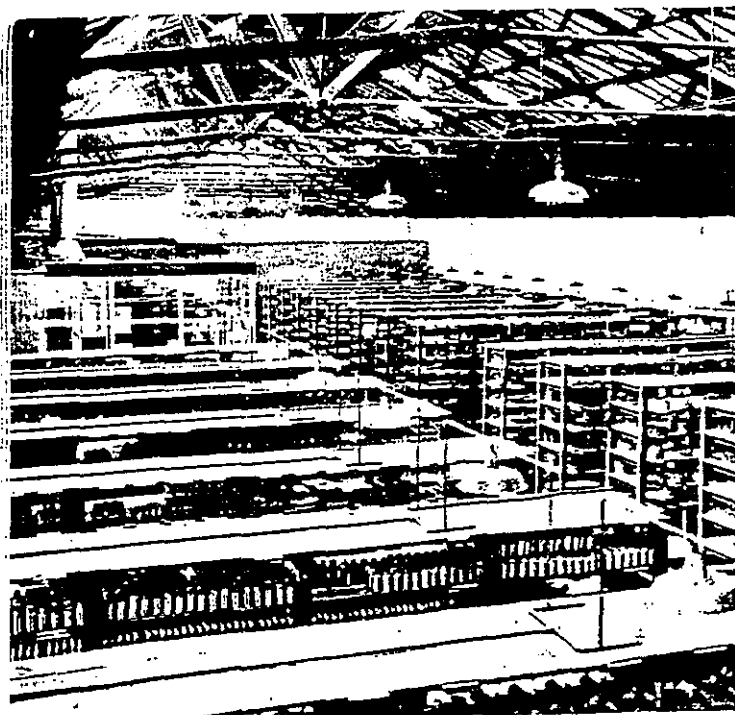
After having given permission to the strikers to march through the city-streets on Thursday, an immense procession was formed in Rawson-place and Eddy avenue. To the accompaniment of songs and band music the many thousands of men, women, and children marched along George-street, through Park and College streets, to the Domain, where at one time the crowd numbered between 30,000 and 40,000.

## Bibliography- Photographic

1. Rec# 1460. Unknown, Photographer Section of Stores at Eveleigh Workshops [Photocopy of b&w photographic illustration]. NSW Government Railways at War: A Review of the Activities of the NSW Government Railways in the Second World War. Sydney: NSW Govt. Printer; n.d.: p.57.

'In addition to the supplies purchased by the Department, large quantities of materials were handled in its various stores for the Ministry of Munitions. These materials were delivered for the various works that the Department was doing on the Ministry's behalf. These goods had to be received, checked, stores, issued when authorising release notes were given, recorded upon stock cards, and transported to despatch or usage points. Likewise components were received from the workshops, both within and without the Department, and these had to be treated similarly and, when necessary, distributed amongst sub-contractors.'

SRAA M27(1).



Section of Stores at Eveleigh Workshops.



Bibliography- Photographic

1. Rec# 1470. Unknown, Photographer Strikers' Wives Marching from the Domain to Parliament House [Photocopy of b&w photographic illustration]. Sydney Mail. Sydney; 1917 Aug 15.

AUGUST 15, 1917.-19

## WIVES OF THE STRIKE IN SYDNEY.



STRIKERS' WIVES MARCHING FROM THE DOMAIN TO PARLIAMENT HOUSE.

Bibliography- Photographic

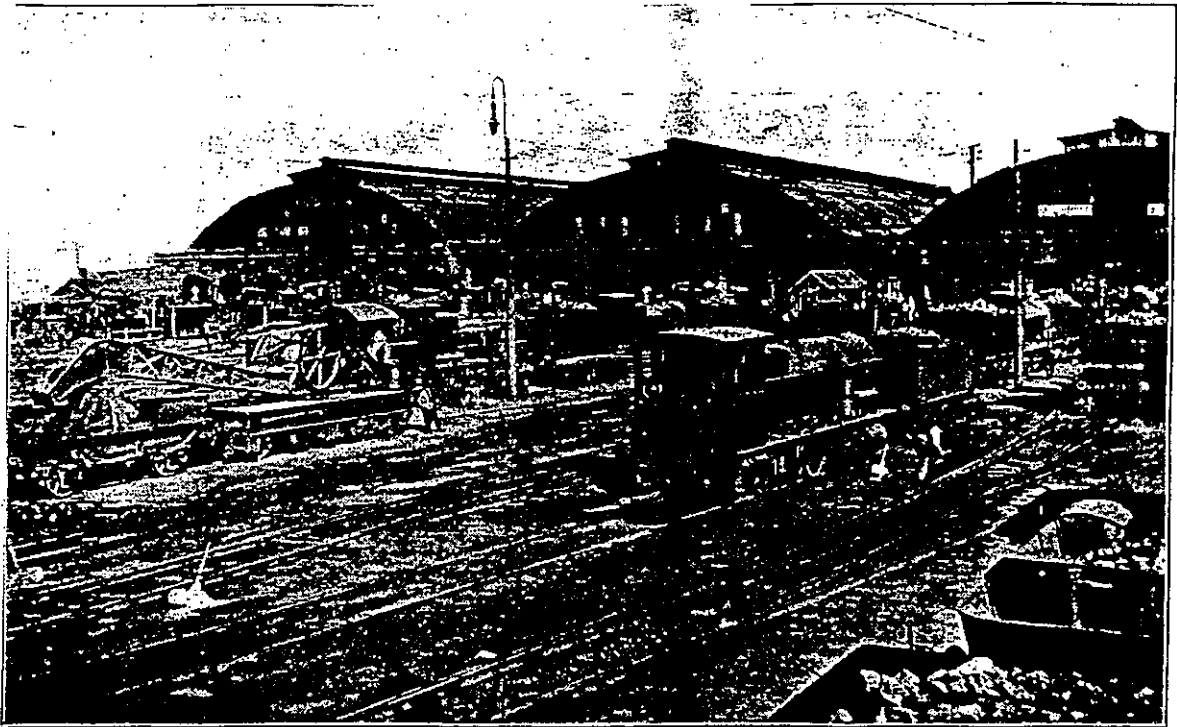
1. Rec# 1480. Unknown, Photographer Strikers' Wives at Parliament House, interviewing Acting Premier on behalf of Strikers [Photocopy of b&w photographic illustration]. Sydney Mail. Sydney; 1917 Aug 10.



Women at Parliament House to interview the Acting Premier on behalf of the strikers.

Bibliography- Photographic

1. Rec# 1490. Unknown, Photographer Eveleigh Running Shed - Locomotive Breakdown Crane on the Left . NSW Railway and Tramway Magazine. Sydney: NSW Govt. Printer; 1919 Oct 1.  
Locos, tenders, trucks, breakdown crane and workmen outside Running Shed.



Eveleigh Running Shed.—Locomotive Breakdown Crane on the Left

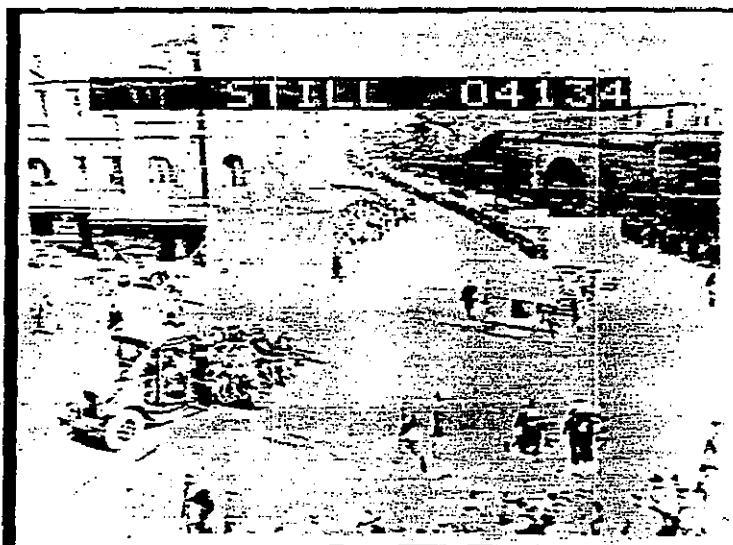
Bibliography- Photographic

1. Rec# 1500. Unknown, Photographer Boilermakers at Eveleigh- includes Jim Gharaty, later a member of parliament . Sydney: At Work & Play Collection; 1927; Still 01854: Mitchell Library.



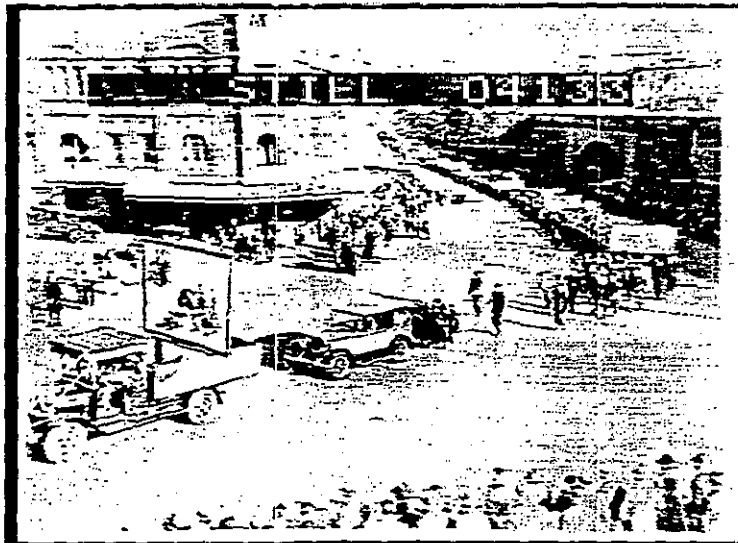
Bibliography- Photographic

1. Rec# 1510. Unknown, Photographer Rail and tram unions protest march against Public Service reduction by Federal Arbitration Court, 1934 . Sydney: At Work & Play Collection; 1934; Still 04134: Mitchell Library.



Bibliography- Photographic

1. Rec# 1520. Unknown, Photographer Rail and tram unions protest march against Public Service reduction by Federal Arbitration Court, 1934 . Sydney: At Work & Play Collection; 1934; Still 04133: Mitchell Library.



Bibliography- Photographic

1. Rec# 1530. Loughrey, E. A., Photographer Group of Railway and Tramway Officers at the Home of Chief Commissioner Eddy, in 1889. Sydney: The Staff (Railway & Tramway); 1930 Aug 20: Mitchell Library.  
Photograph reproduced by courtesy of Mr E A Loughry, formerly Locomotive Superintendent.  
ML Q656.06/S.

GROUP OF RAILWAY AND TRAMWAY OFFICERS AT THE HOME OF CHIEF COMMISSIONER EDDY. IN 1889.



*Back Row.*—Hon. S. Smith (Minister for Railways), A. Richardson (Comptroller of Stores), Dr. Woodward (Medical Officer), P. B. Elwell (Electrical Engineer), J. Parry (Outdoor Superintendent), D. C. Simpson (Divisional Engineer), Jno. Harper (Chief Traffic Manager), James Fraser (Existing Lines), C. E. Nicholas (Existing Lines), W. Shellshear (Divisional Engineer), A. Crawford (District Superintendent, Goulburn), J. Kneeshaw (Tramway Traffic Manager), G. R. Cowdery (Tramway Engineer), T. R. Firth (Engineer-in-Chief), H. F. Brown (Tramways), C. Wilkin (Interlocking Engineer).

*Middle Row.*—H. Richardson (Outdoor Superintendent), W. G. Kitching (District Superintendent, Newcastle), E. A. Loughrey (Loco.), J. G. S. Corns (District Goods Manager), J. C. Thom (Railway Solicitor), C. A. Hodgson (Traffic), Wm. Thow (Chief Mechanical Engineer), J. Day (District Superintendent), E. M. G. Eddy (Chief Commissioner), C. H. Stanger (Loco.), H. S. Vogan (Divisional Engineer), W. M. Fehon (Assistant Commissioner), A. F. Watson (Divisional Engineer), D. Kirkcaldie (Chief Traffic Manager), G. R. Roberts (District Superintendent, Orange), J. Roberts (Tramways), S. J. Watson (Telegraph Inspector).

*Front Row.*—H. B. Howe (Loco. Works Manager), T. Hall (Chief Accountant), H. McLachlan (Secretary), W. Elston (Car and Waggon Superintendent), J. R. Henson (District Superintendent).

With the exception of about eight, all the Officers have died.

(Photograph reproduced by courtesy of Mr. E. A. Loughrey, formerly Locomotive Superintendent.)

Bibliography- Photographic

1. Rec# 1540. Unknown, Photographer Mr R Beatty, (C & W Shops, Eveleigh). Sydney: The Staff (Railway & Tramway); 1930  
 Jun 24: Mitchell Library.  
 Mr Beatty...a prominent member of the Rifle Clubs' Union...shot consistently in the VRA Meeting this year.  
 ML Q656.06/S.

June 24, 1930.]

RAILWAY. The Staff. TRAMWAY.

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Sport—continued.

10 st. Division.

Jim Rofey (North Sydney) knocked out Harry Cureton (Alexandria) in second round.

Reg. Hazelwood (Banksia) beat Joe Ennis (Darling Harbour) by knock-out in second round.

Phil Sewell (Redfern) beat Chic Strongbow (Beimore) on points.

Danny Farrell (Darling Harbour) beat Les. O'Brien (Signals, Chuliora) on points.

FOURTE NIGHT.

7-stone Division.—Ron Dale (Newtown) out-pointed Teddy Lees (Randwick Shops). Colin Lee (Leichhardt) knocked out Jack O'Connor (Waterloo) in the first. Clarence Cassidy (Lakemba) won on points from Jack McDonald (Redfern). Wally Drew (Redfern) beat Jim Dennis (Redfern). Fight stopped in the third.

8-stone Division.—Sid Ford (Darling Harbour) knocked out Len Kennedy (Lakemba) in the third.

9-stone Division.—Alf. Forshaw (Redfern) beat Bill Williams (Hunter's Hill). Fight stopped in the first. Eddie Ryan (Summer Hill) beat Norman Allen (Darling Harbour) on points.

9st. 7lb. Division.—Frank Smith (Arnccliffe) knocked out Ron Ostler (Edgecliff) in the third.

10-stone Division.—With an extra round, Arthur Moss (Eveleigh Loco.) beat Tom Marshall (Eveleigh Loco.) on points.

10st. 7lb. Division.—Mick O'Reilly (Granville) was given the towel at the end of the second by R. Hill (Kogarah). Norm. Fullerton (Electric Light Dept.) knocked out J. Winders (Paddington) in the first. Bob. Phillips (Paddington) beat Arthur Harvey (Gladesville) on points.

RUGBY LEAGUE FOOTBALL CLUB.

A Rugby League F.C., with forty-two members at the time of writing, has been formed at Enfield Loco.

Mr. M. H. Stanton, of that Depot, is the Hon. Secretary.

Mr. R. Beatty.

C. & W. Shops, Eveleigh), a prominent member of the Rifle Clubs' Union, who shot consistently in the V.R.A. Meeting this year.



RIFLE SHOOTING.

Details of the annual prize meeting at Anzac Range on Saturday, 2nd August, are now available.

Three matches for individual marksmen will be fired, namely, the "Nicholas" (ten shots at 300 yards), the "Reid" (ten shots at 500 yards), and the "Milne" (ten shots at 600 yards). The "Mick Simmons" Aggregate is for the best total scores in the three matches named. Prizes in the "Nicholas," "Reid," and "Milne" total £14 2s. 6d. for each match, and for the aggregate there is a first prize of £5 and fifty-six other prizes totalling £27 2s. 6d. The matches are open to members of the R. and T. Institute Rifle Clubs Union, and the entrance fee for them is £1.

Railway and Tramway Institute Rifle Clubs Union.

Second Annual Prize Meeting

Anzac Rifle Range, Liverpool,

on SATURDAY 2nd AUGUST, 1930.

Entries close, Monday, 7th July, 1930.  
 Membership Fee, 5s. per annum.

For further information write to—

The Director,  
 Railway and Tramway Institute,  
 154 Bay Street, SYDNEY.

The Club Annual Championship will consist of the scores in the "Nicholas," "Reid," and "Milne" matches, and the scores in the first, second, and third stages of the "King's" at the next October meeting.

On Monday, 4th August (Bank Holiday), the matches for the "Foy" Shield and the Adelaide Tailoring Company's Cup will be fired. In the former, teams of twenty men will represent Sydney University, the National Rifle Association (two), and R. and T. Institute (two). The R. and T. teams will be selected from competitors at the meeting on 2nd August. The "Milne Memorial" match is open to teams of four R. and T. riflemen from any district or club in New South Wales who are members of the R. and T. Institute Rifle Clubs Union. The entry fee for that match is £1 per team.

Entries for all events will close with the Organising Secretary, Mr. F. P. Connolly, R. and T. Institute, on Friday, 18th July.

The annual riflemen's dinner will be held at the Devonshire Institute on Saturday, 2nd August, at 7 p.m. Tickets are 4s. each, except to Competitors in the "Milne Memorial" Match, who will be guests of the Union Executive.



Bibliography- Photographic

1. Rec# 1550. Glasson, J., Photographer Back in the 'Eighties -  
A group at Eveleigh Loco Foundry in 1888 . C & W Dept.  
Sydney: The Staff (Railway & Tramway); 1930 May 27:  
p.292.  
ML Q656.06/S.

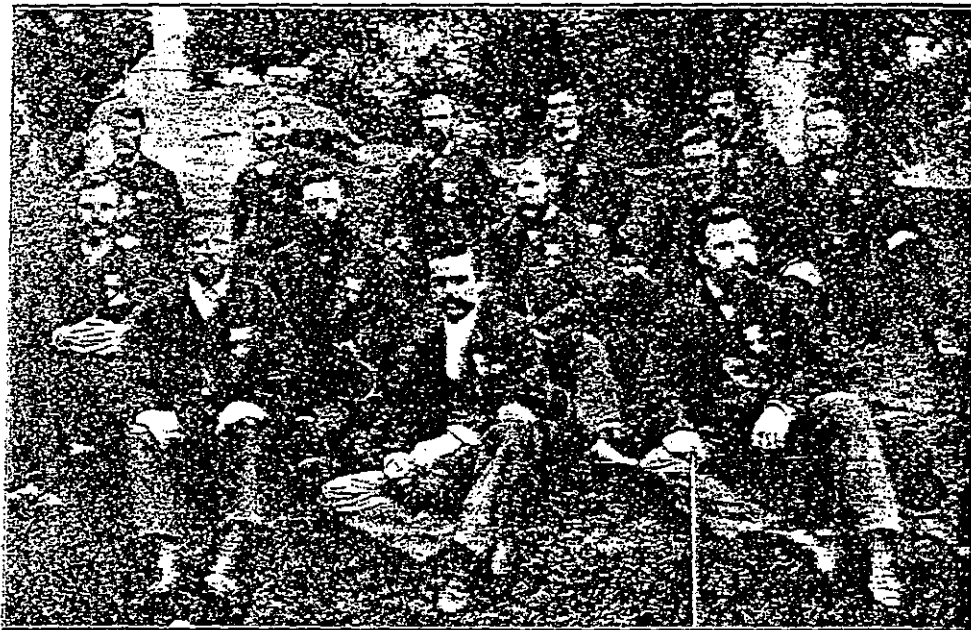


A group at Eveleigh Loco Foundry in 1888.

(Courtesy J. GLASSON, C. and W. Dept.

Bibliography- Photographic

1. Rec# 1560. Melville, N., Photographer Back in the 'Eighties  
- Some of the first members of the R & T Ambulance  
Corps (about 1887) . Sydney: The Staff (Railway &  
Tramway); 1930 May 27: p.292.  
ML Q656.06/S.

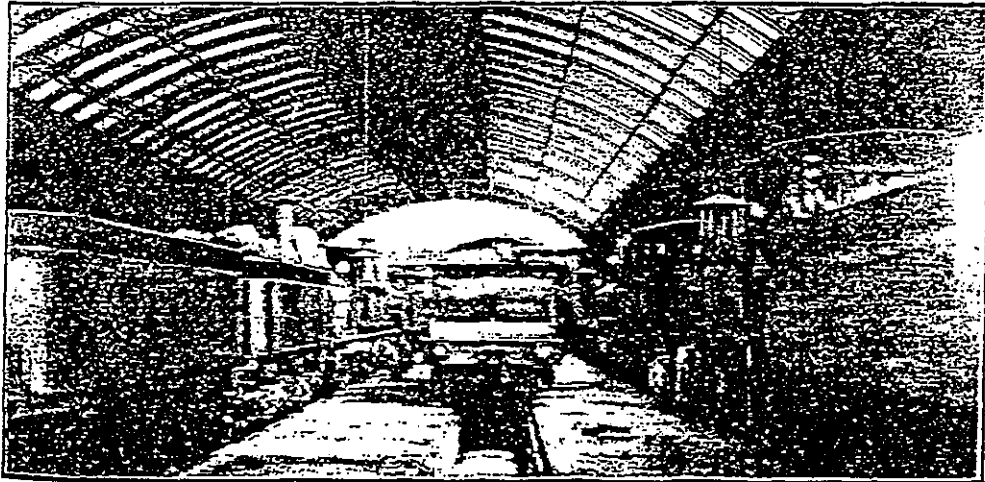


Some of the first members of the R. & T. Ambulance Corps (about 1887).

(Courtesy N. MELVILLE -retired)

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1. Rec# 1570. Government Printer, Photographer Interior of one of the Eveleigh Running Shed Bays in the 'Eighties . Sydney: The Staff (Railway & Tramway); 1930 Feb 18: p.103. 'Most of the engine types seen are now out of service'. ML Q656.06/S.



Interior of one of the Eveleigh Running Shed Bays in the 'Eighties.  
(Most of the engine types seen are now out of service.)

*(Government Printer, Photo.)*

