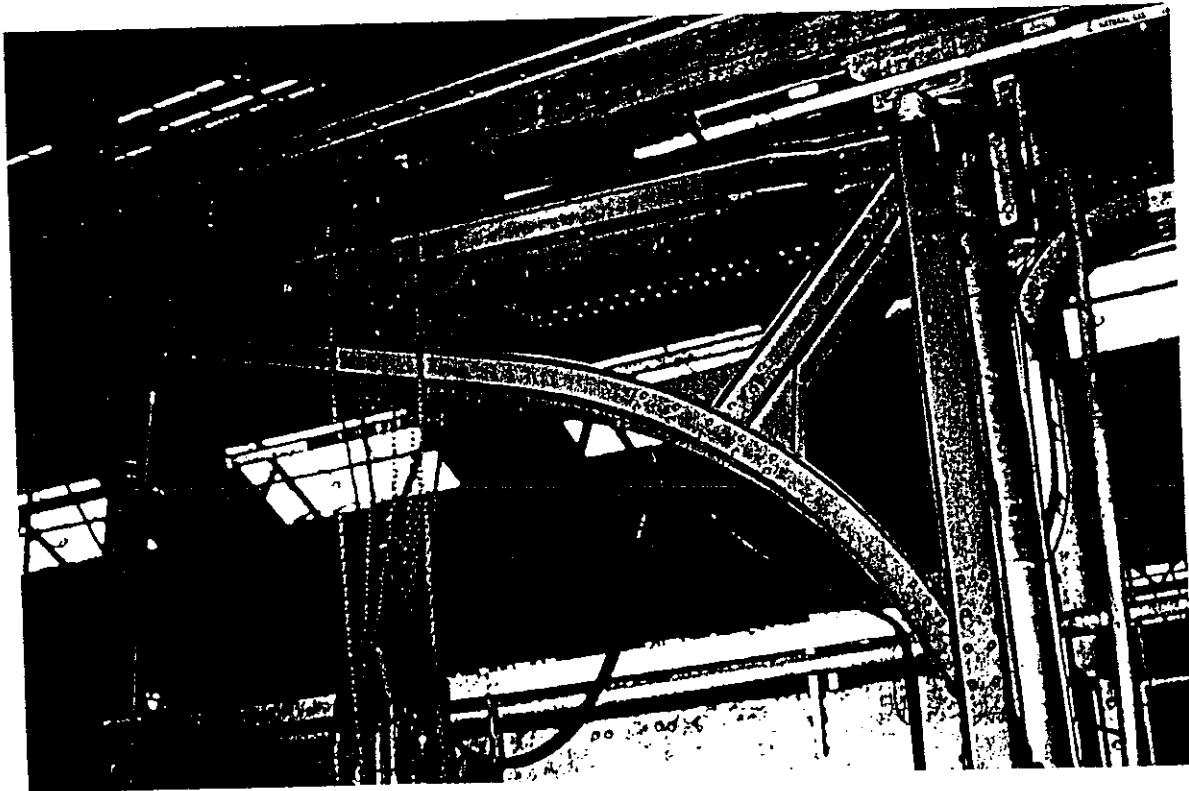
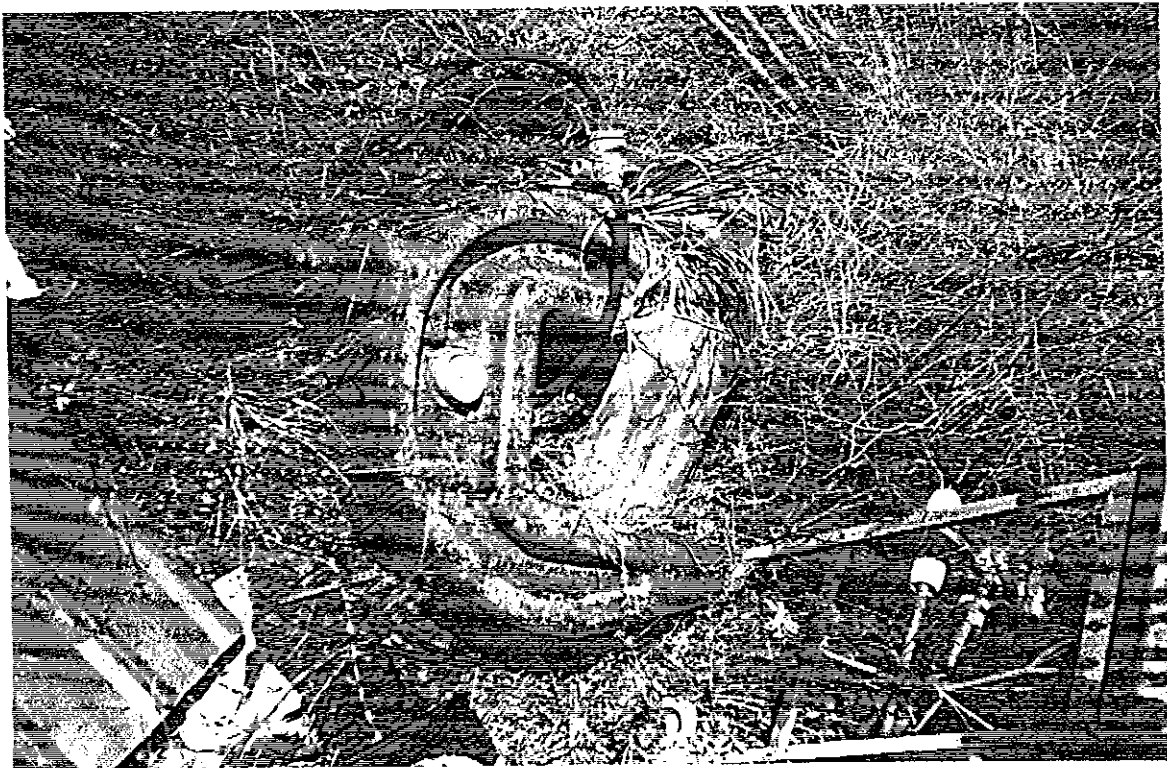
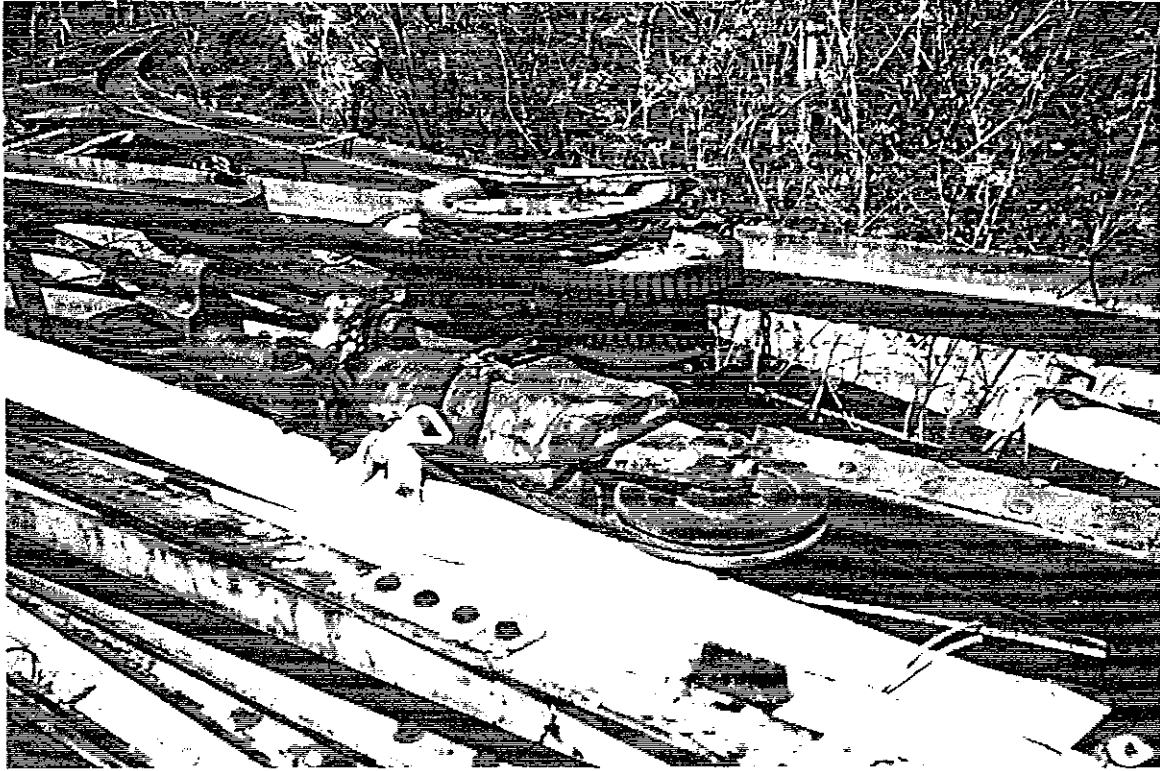


Item Name: The Pneumatic Gap Riveter		Item No. 179
Name Plate:		
Associated	Items:	
Individual	<input type="checkbox"/>	
Assemblage	<input type="checkbox"/>	
Collection	<input type="checkbox"/>	
System	<input type="checkbox"/>	
Operational Groups	<input type="checkbox"/>	
Description: This riveter was used in conjunction with boiler making and spring making technologies. The gap riveter itself was placed over the items to be riveted and pressure to the dollies was applied through a pneumatic hydraulic hose.		
History: The item was established in the workshops in 1946. It is not known where it was located originally or when it was placed in this location.		
Function and Operation: N/A		Location: Bay 4 North
Photo:	FILM No. 95-169-6-8	Photographed and inspected December 1995



Item Name: Pneumatic Gap Riveter					Item No. 179															
<p>Condition:</p> <p>In general, the item appears to be in operable condition providing power sources are connected and the item is cleaned, serviced and tested. The external surface of the item has patches of superficial rust and bare metal. The painted surface of the item is deteriorating.</p>																				
<p>Significance Matrix</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;"></th> <th style="width: 15%;">Historical</th> <th style="width: 15%;">Aesthetic</th> <th style="width: 15%;">Social</th> <th style="width: 15%;">Technology/ Research Potential</th> </tr> </thead> <tbody> <tr> <td>Rare</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Representative</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> </tbody> </table>					Historical	Aesthetic	Social	Technology/ Research Potential	Rare	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Representative	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>State Historical Themes:</p> <p>Category <input type="checkbox"/> Moveable Item <input type="checkbox"/> Industrial Relic</p> <p>Themes <input type="checkbox"/> 13 Transport <input type="checkbox"/> 15 Utilities <input type="checkbox"/> 16 Industry <input type="checkbox"/> 18 Technology <input type="checkbox"/> 20 Government Administration</p>	
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Representative	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>																
<p>Statement of Significance</p> <p>The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for over 40 years. The item and its operation is easy to interpret from its existing fabric. The item exhibits a high degree of structural integrity.</p>																				
<p>Conservation Policy:</p> <p>The item is to be retained in its present location and be preserved as part of the Riveting system to which it belongs.</p> <p>The item is to be preserved by being cleaned, serviced and maintained according to the implementation and maintenance schedules given below.</p>																				
<p>Policy Implementation:</p> <p>All external surfaces are to be cleaned and degreased using appropriate methods. All superficial rust is to be removed or treated. All external surfaces are to be treated with an appropriate sealant such as Shell ENSIS fluid or polycrystalline wax. Conserve in situ.</p>																				
<p>Maintenance Schedule</p> <p>Inspect all external surfaces for rust every 12 months. Where necessary, coat as recommended in the implementation section.</p>																				
<p>Interpretation:</p>																				

HYDRAULIC GAP RIVETER



SO MUCH FOR CONSERVATION IN SITU. AN IMPORTANT ITEM VERY SADLY ALLOWED TO RUST - PRE-1996 IN EXCELLENT CONDITION.

Item Name: The Hydraulic Spring Press	Item No. 144
---------------------------------------	--------------

Name Plate:

Associated Items:

- Individual
- Assemblage
- Collections
- Systems Hydraulic 49, 52, 144, 152-154, 158, 184-187, 193, 194, 213
- Operational Groups

Description: This small spring press which had jaws that opened about 400mm stands about a metre high and is about 600mm long and 400mm wide. It has had a sheet metal surround attached to it to prevent the escape of pieces of spring that fracture under load.

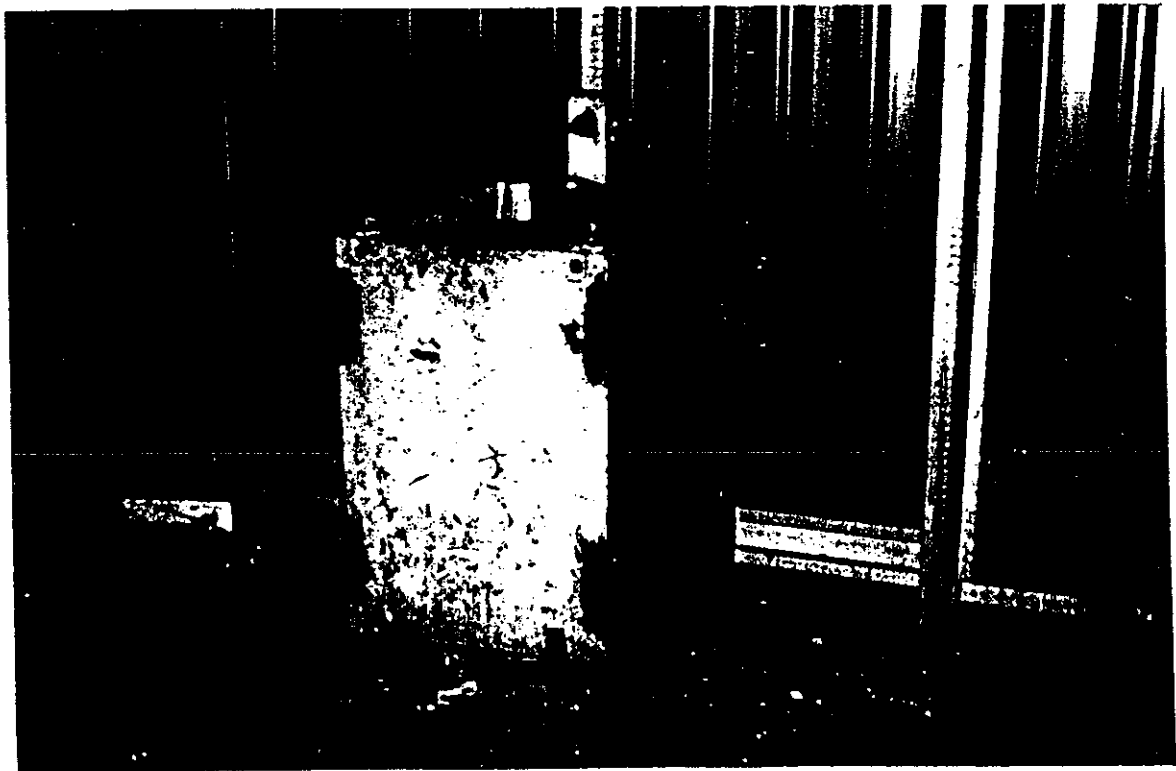
History: The history of the item is unknown but it was manufactured prior to 1939.

Function and Operation: It is believed that the press was used to test coil springs.

Location: Bay 3 North 7 East

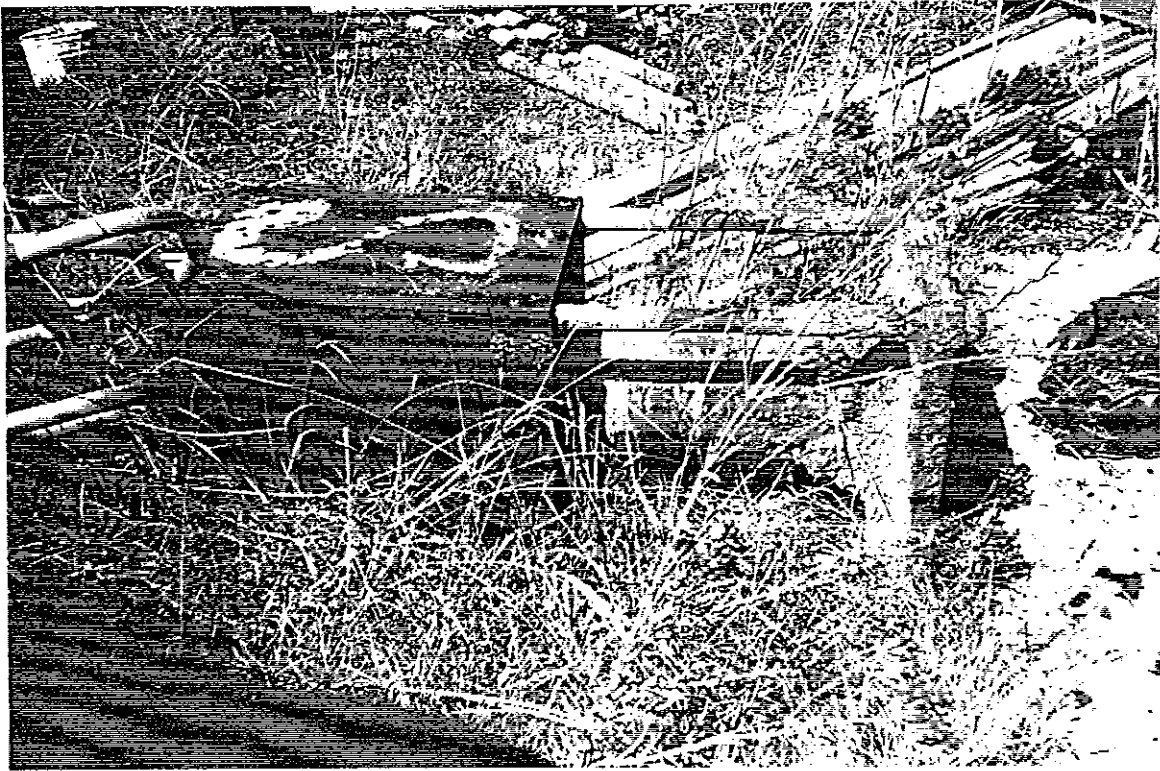
					1
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			X		7
					8
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					12
					13
					14
					15
4A	4	3	2	1	

Photo: FILM No. 95-169-5-9 Photographed and inspected December 1995



Item Name: Hydraulic Spring Press					Item No. 144															
<p>Condition:</p> <p>In general, the item appears to be in operable condition providing power sources are connected and the item is cleaned, serviced and tested. The condition of internal components is unknown.</p>																				
<p>Significance Matrix</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;"></th> <th style="width: 15%;">Historical</th> <th style="width: 15%;">Aesthetic</th> <th style="width: 15%;">Social</th> <th style="width: 15%;">Technology/ Research Potential</th> </tr> </thead> <tbody> <tr> <td>Rare</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> <tr> <td>Representative</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> </tbody> </table>					Historical	Aesthetic	Social	Technology/ Research Potential	Rare	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Representative	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>State Historical Themes:</p> <p>Category <input type="checkbox"/> Moveable Item <input type="checkbox"/> Industrial Relic</p> <p>Themes <input type="checkbox"/> 13 Transport <input type="checkbox"/> 15 Utilities <input type="checkbox"/> 16 Industry <input type="checkbox"/> 18 Technology <input type="checkbox"/> 20 Government Administration</p>	
	Historical	Aesthetic	Social	Technology/ Research Potential																
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Representative	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>																
<p>Statement of Significance: The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for over 40 years. The item is an integral part of the hydraulic system. The item represents former manufacturing technologies now rarely evident in operating workshops. The item will yield information on the nature of past work practices. The item and its operation is easy to interpret from its existing fabric. The item exhibits a high degree of structural integrity.</p>																				
<p>Conservation Policy:</p> <p>The item is to retained in its present location and be preserved as part of the hydraulic press assemblage and hydraulic system to which it belongs. The item is to be preserved by being cleaned, serviced and maintained according to the implementation and maintenance schedules given below.</p> <p>Conserve in situ.</p>																				
<p>Policy Implementation:</p> <p>All external surfaces are to be cleaned and degreased using appropriate methods. All superficial rust is to be removed or treated. All external surfaces are to be treated with an appropriate sealant such as Shell ENSIS fluid or polycrystalline wax. All pipes are to be disconnected, cleaned, dried and treated with rust inhibitor. They may then be reconnected. Conserve in situ.</p>																				
<p>Maintenance Schedule</p> <p>Inspect all external surfaces for rust every 12 months. Where necessary, coat as recommended in the implementation section. Every 5 years internal surfaces should be inspected for rust. Any rust or oxidation product must be treated suitably by being removed and coated with an inhibitor and sealant.</p>																				
<p>Interpretation:</p>																				

HYDRAULIC SPRING PRESS



TO BE RETAINED IN PRESENT LOCATION?

TOTAL DISREGARD FOR THE CONSERVATION MANAGEMENT REPORT.
TRULY SCANDALOUS.

Item Name: Brett Type Impact Punch Item No. 51

Name Plate: NSWTD 28 883 SO RW 4227 BRETT'S PATENT TYPE AD SIZE No.8 COVENTRY PATENT No. 710

Associated Items:
 Individual
 Assemblage
 System
 Collection

Description: This massive shear and punch has an extraordinarily heavy cast-iron frame in two sections which is bolted together both top and bottom. It has a centrally located fly wheel which is direct coupled to the shearing or punching ram located on each end of the shaft. The item is almost two metres wide, in excess of three metres long and almost three metres high. It was originally powered from an overhead line shaft but a stand-alone electric motor of about 2-horsepower has been attached to a specially constructed platform on the head of the machine.

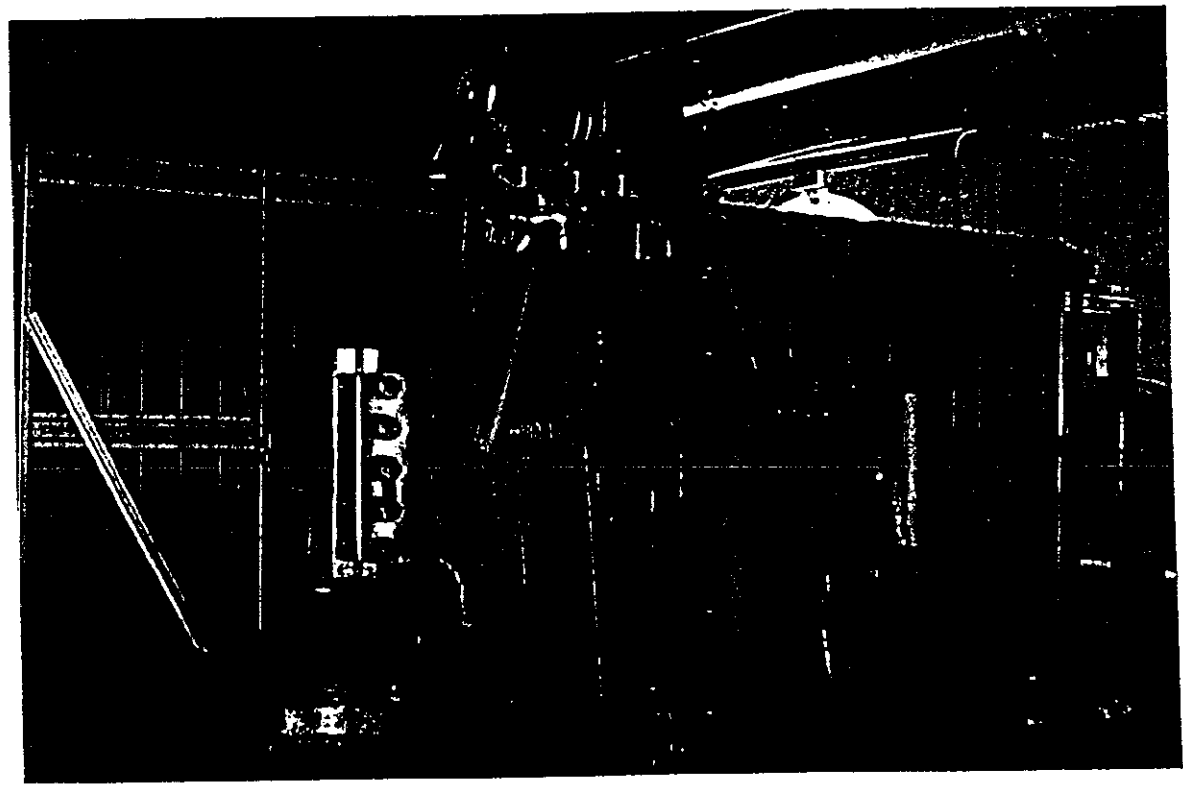
History: The history of the item is unknown but it is believed to have been installed in the workshop prior to World War I. It is not known if this was the items original location.

Function and Operation: The Brett Punch operated through inertia. The massive fly wheel which would weigh several tonne is attached by a belt to a pulley driven by the electric motor through a gear box. Once the fly wheel reaches its running speed, the jaws with their dies located directly below are automatically operated. Because of the slow speed of the machine items can be placed beneath the punch and moved as the punch is raised and lowered relatively slowly.

Location: Bay 1 South 9E

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					8
				X	9
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					11
					12
					13
					14
					15
4A	4	3	2	1	

Photo: FILM No. 95-169-1-18 Photographed and inspected December 1995



MASSEY FLANGE PRESS AND WHEEL PRESS



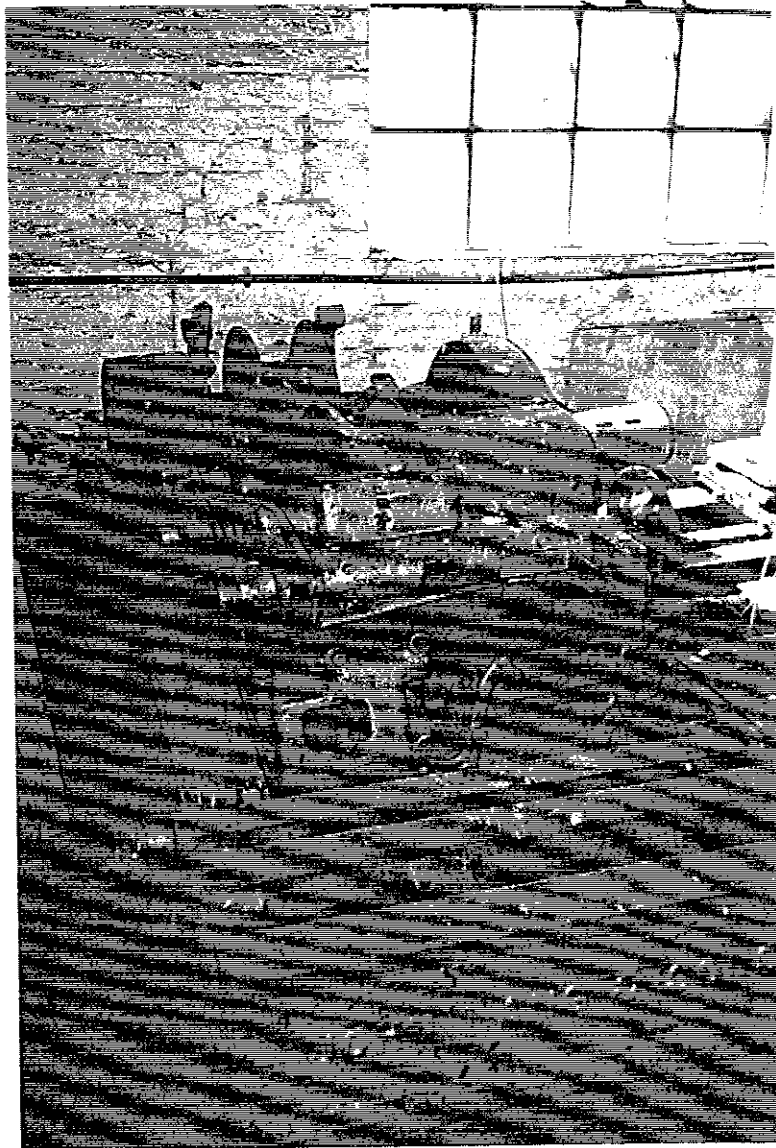
THE WHEEL PRESS IS NOW A RARE ITEM OF MACHINERY AND COULD BE USED BY HERITAGE PRESERVATION GROUPS RUNNING STEAM LOCOMOTIVES FOR WHEEL QUATERING.

THE PRESS IS DISMANTLED AND RUSTING. NEEDS REASSEMBLING AND RUST PROTECTION.

THE SAME CAN BE SAID OF THE FLANGE PRESS. INTERESTINGLY THE WHEEL PRESS SHOP WAS QUICKLY DEMOLISHED ONCE THE ATP GAINED ACCESS TO THE SITE. THE WHEEL PRESS SHOP SITE IS NOW A TEMPORARY CAR PARK ADJACENT TO OUTDOOR COMPOUND.

Item Name: The Wheel Press				Item No. 211															
<p>Condition: In general, the item appears to be in operable condition providing power sources are connected and the item is cleaned, serviced and tested. The external surface of the item has patches of superficial rust and bare metal. The painted surface of the item is deteriorating.</p>																			
<p>Significance Matrix</p> <table border="1"> <thead> <tr> <th></th> <th>Historical</th> <th>Aesthetic</th> <th>Social</th> <th>Technology/ Research Potential</th> </tr> </thead> <tbody> <tr> <td>Rare</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>Representative</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> </tbody> </table>				Historical	Aesthetic	Social	Technology/ Research Potential	Rare	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Representative	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>State Historical Themes:</p> <p>Category <input type="checkbox"/> Moveable Item <input type="checkbox"/> Industrial Relic</p> <p>Themes <input type="checkbox"/> 13 Transport <input type="checkbox"/> 15 Utilities <input type="checkbox"/> 16 Industry <input type="checkbox"/> 18 Technology <input type="checkbox"/> 20 Government Administration</p>	
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Rare	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>															
Representative	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>															
<p>Statement of Significance: The item was an integral part of the Eveleigh Locomotive Workshops being associated with their operation for over 50 years. The item is a large, rare, industrial piece exhibiting massive cast-iron construction and which had general engineering application. The item represents former manufacturing technologies now rarely evident in operating workshops. The item has research and education potential for developing an understanding of early engineering practice. The item will yield information on the nature of past work practices. The item is significant to a large number of former workers and members of special interest societies. The item and its operation is easy to interpret from its existing fabric.</p>																			
<p>Conservation Policy:</p> <p>The item is to be relocated to any Bay beside 4A and preserved according to the Schedule below.</p>																			
<p>Policy Implementation:</p> <p>The machine is to be stripped, all cylinders cleaned and dried, all bearings and glands repacked, all internal bare metal surfaces are to be dried and greased to prevent rust.</p> <p>All moving parts of electric motors are to be covered to prevent ingress of dust.</p> <p>Relocate to any Bay beside 4A.</p>																			
<p>Maintenance Schedule</p> <p>Inspect all external surfaces for rust every 5 years. Where necessary, treat as recommended in the implementation section.</p>																			
<p>Interpretation:</p>																			

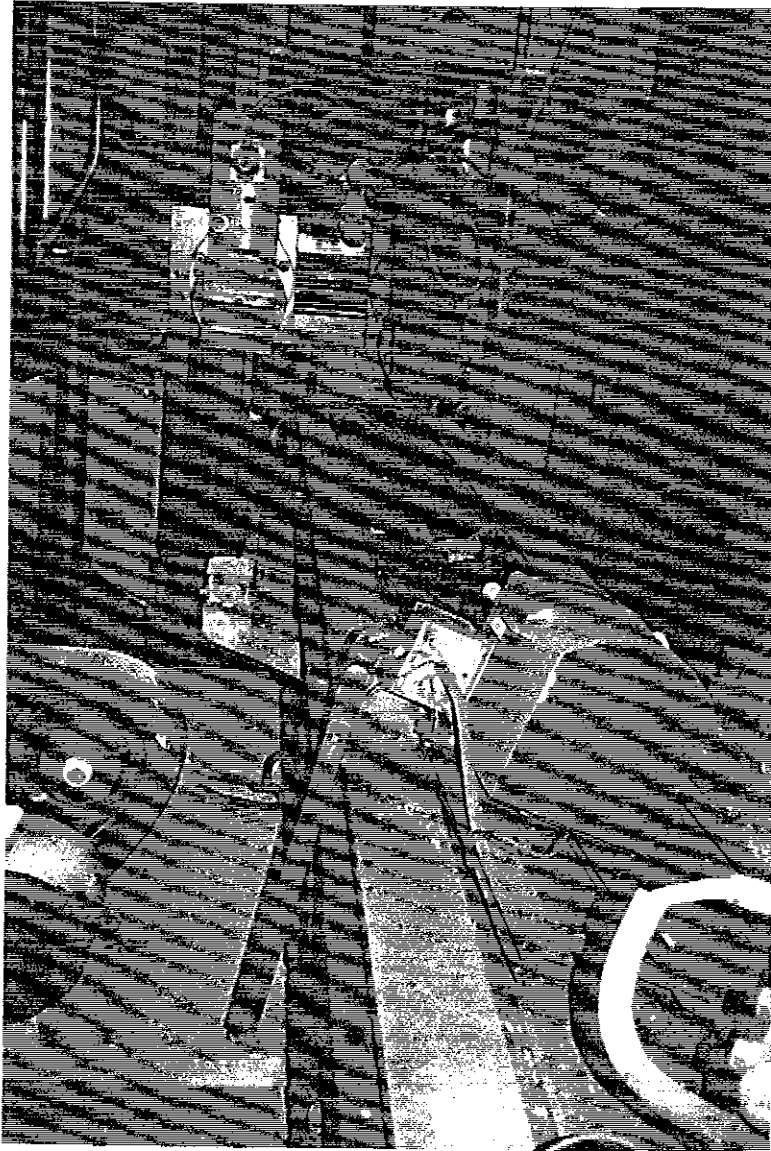
SPRING COILER



SO MUCH FOR RETAINED IN PRESENT LOCATION. PIGEON POO AND
RUST - NO BIG PROBLEM BUT NOT CONSERVATION POLICY AT ITS
BEST.

NEEDS TO BE RELOCATED.

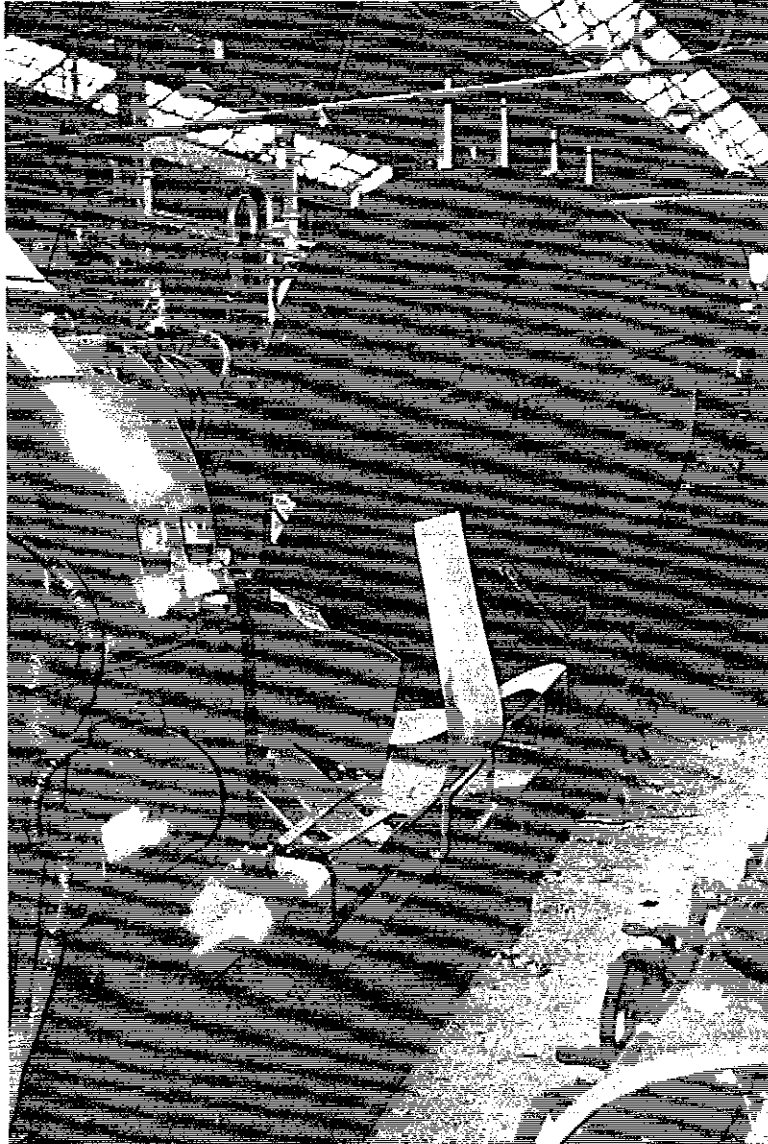
STIRK PLANNER



ONE OF MANY PRECISION MACHINES ALLOWED TO LANGUISH IN BAY
2 NORTH.

THIS IS NOT AN ITEM OF BLACKSMITHING EQUIPMENT BUT A
HIGHLY VALUABLE COMPONENT OF THE COLLECTION ALLOWING
DETAILED MACHINING TO BE UNDERTAKEN. THIS IS NOT
CONSERVATION.

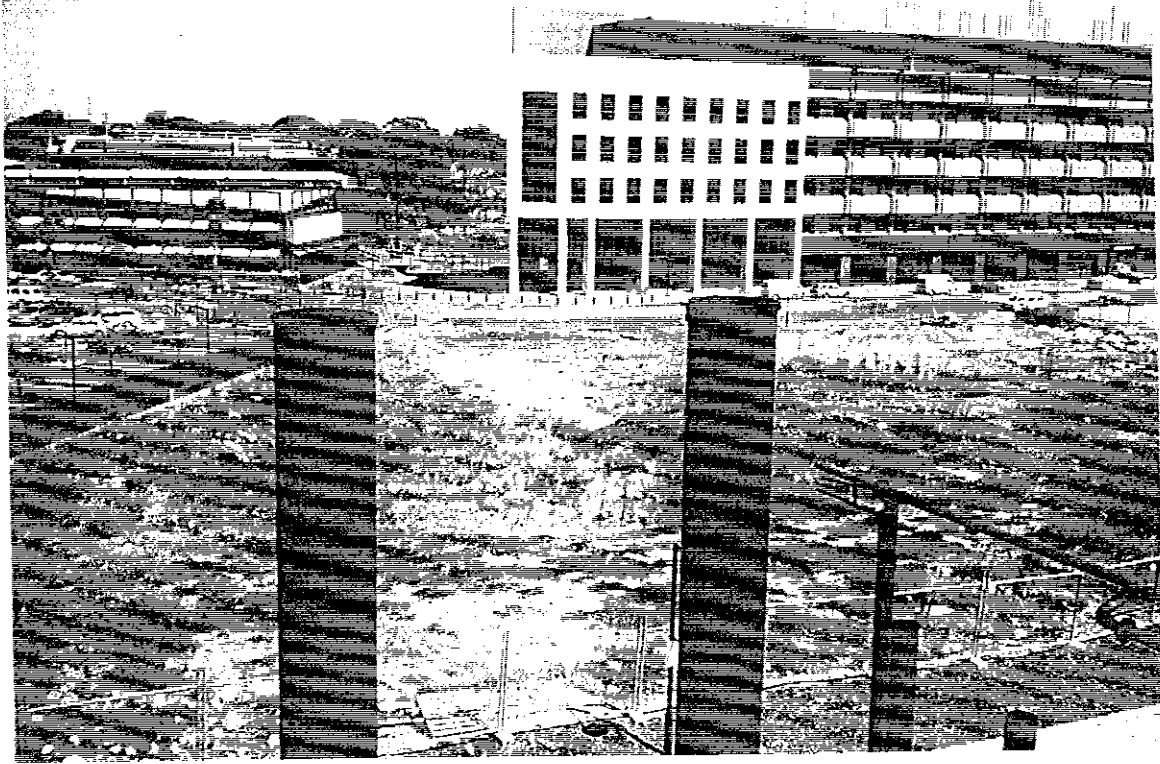
CRAVEN AXLE LATHE



DOES NOT BELONG IN A BLACKSMITH WORKSHOP - TO BE RELOCATED IF ANY SENSE OF THE COLLECTION CAN EVER NOW BE MADE. DEPLORABLE CONDITION FOR A PRECISION MACHINE TOOL.

THE SETTING ASIDE OF SUFFICIENT DISPLAY AND INTERPRETIVE SPACE FOR THIS MACHINERY IS ESSENTIAL.

BOILER SMOKE STACKS

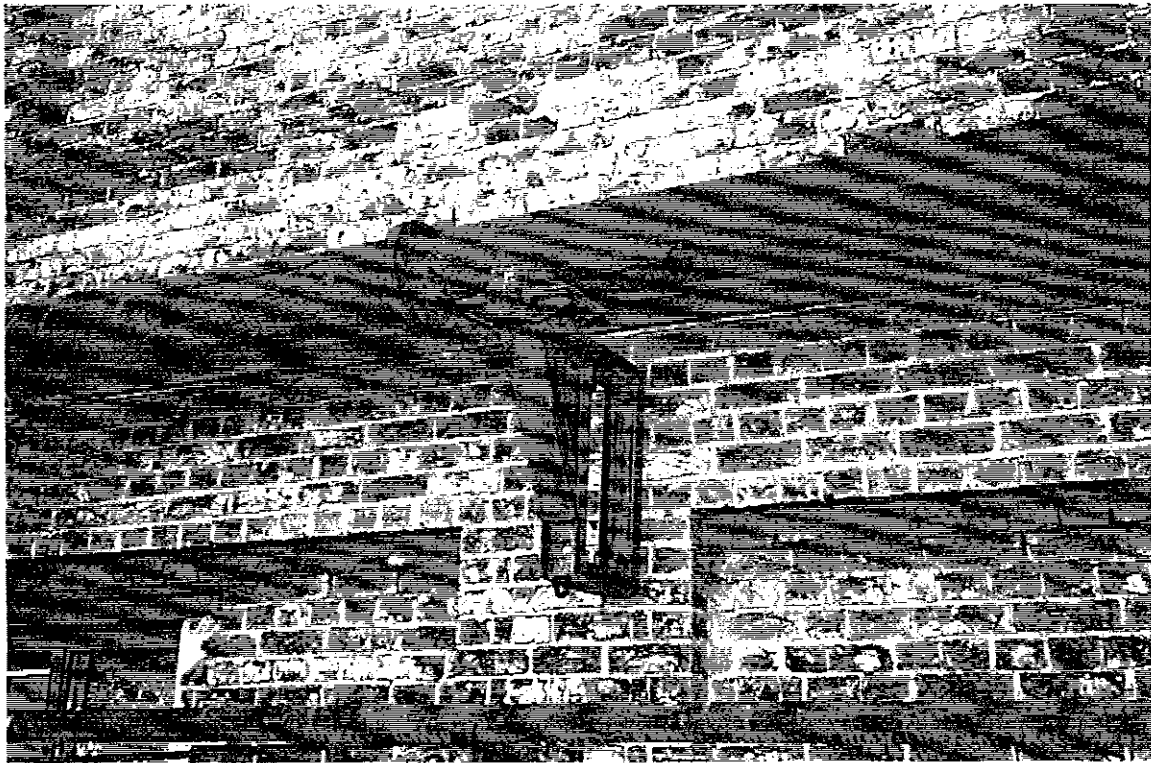


FIT COVERS TO PREVENT INGRESS OF WATER. 4 OFF REQUIRED URGENTLY. POSSIBLY TOO LATE AS CORROSION ON TUBE PLATE.

STEAM PIPES - BAYS 1 & 2 SOUTH WALL

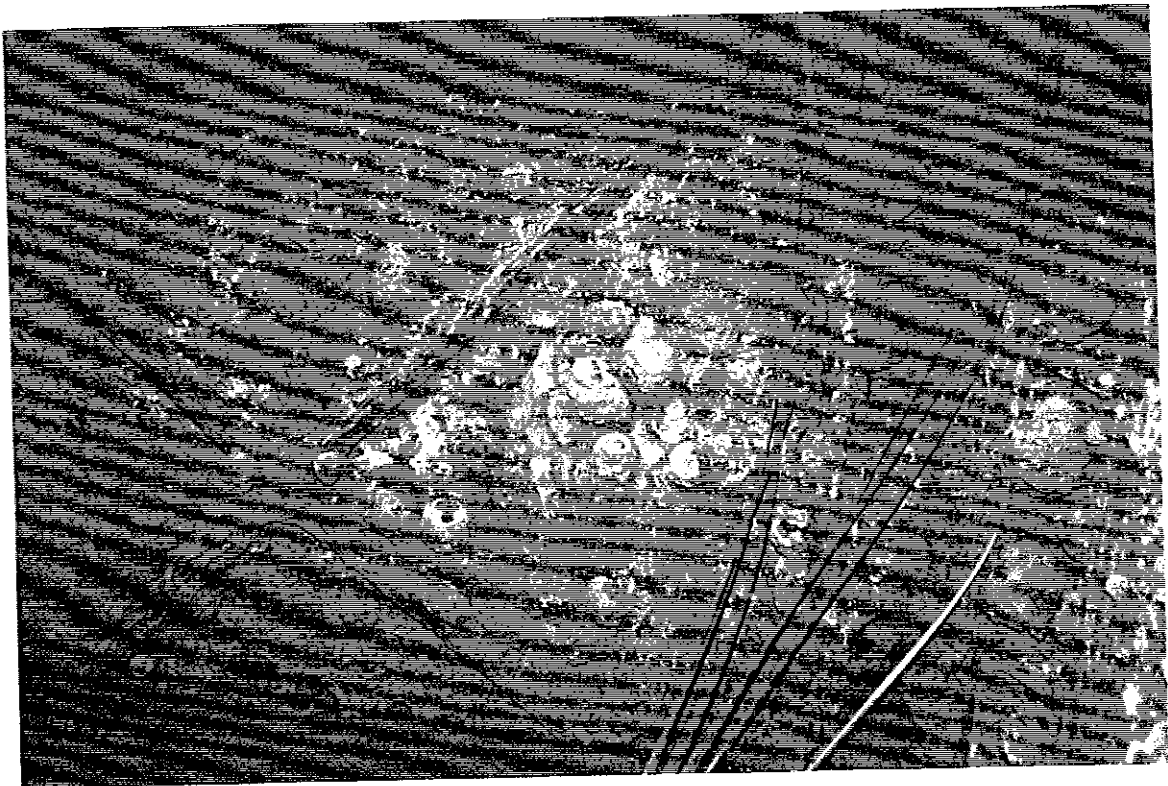
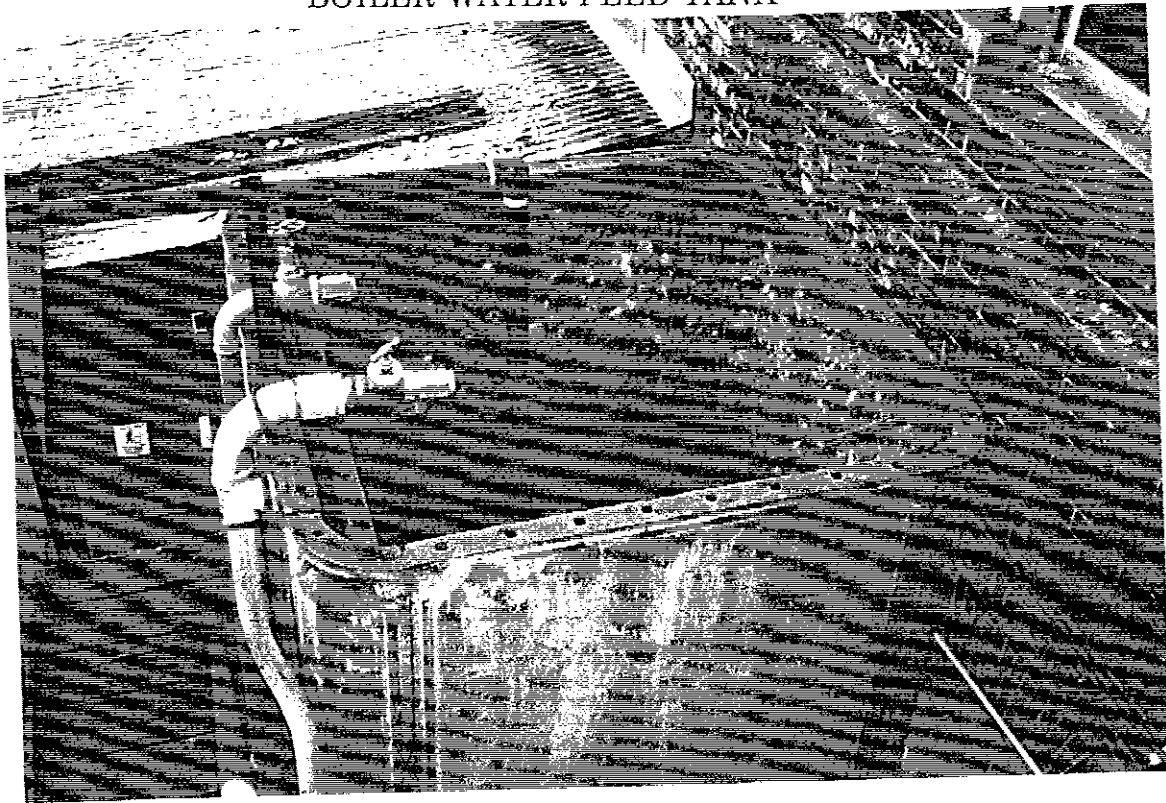


THE PIPES ARE BADLY RUSTED AND PRESENT A SAFETY HAZARD.



REMOVE AND STORE

BOILER WATER FEED TANK



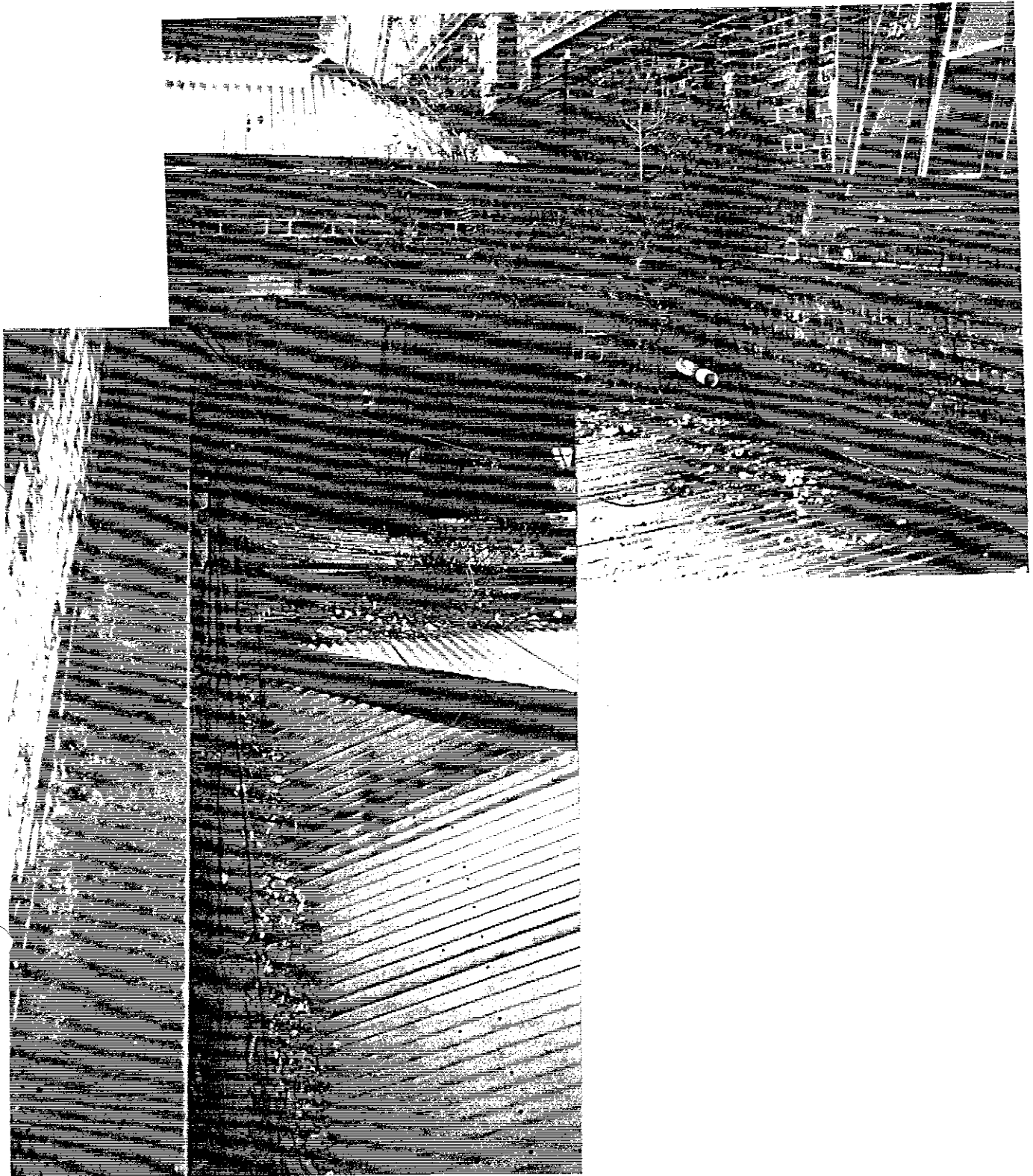
NEEDS RUST REMOVED CLEANED AND PAINTING NOW.

BOILER VENTS



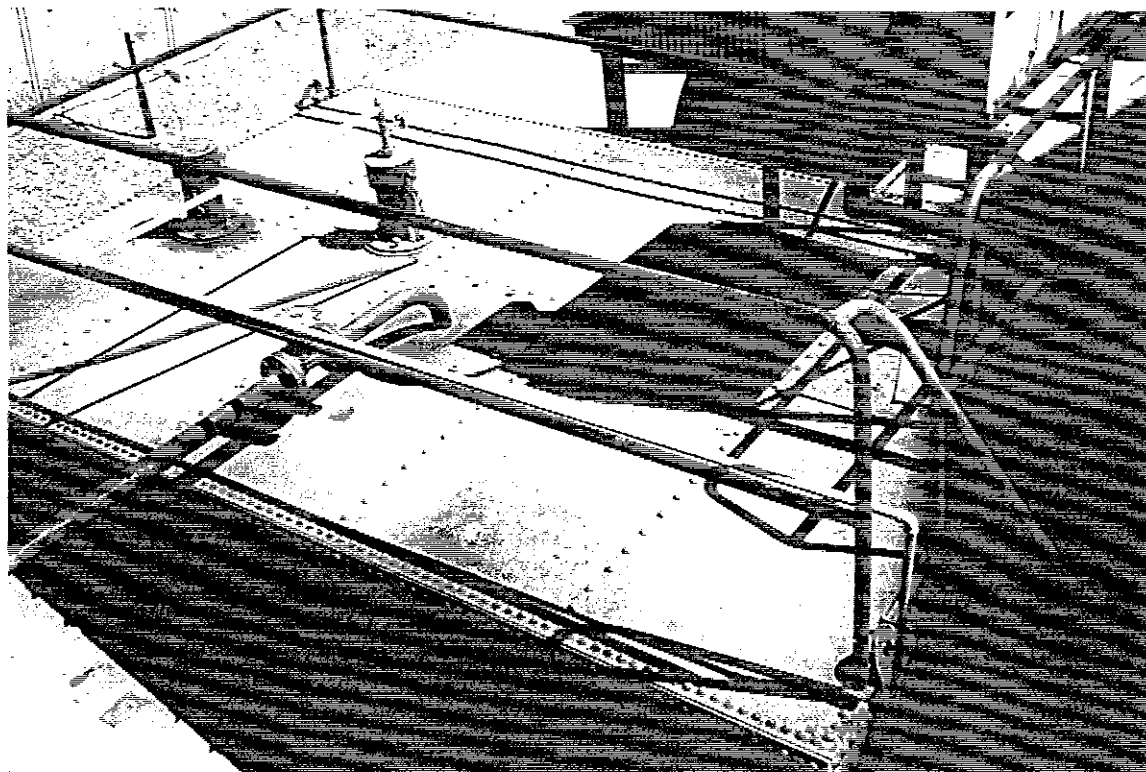
REPLACE FLASHING TO PREVENT RAINWATER RUSTING BOILERS.
BOILER REPLACEMENT VALUE \$1-2 MILLION IF POSSIBLE WITH
CURRENT TRADE SKILLS.

BOILER ROOM



RUBBISH DUMPED INTO GUTTERS DURING REROOFING BLOCKED GUTTERS OVERFLOW DAMAGING BOILER FABRIC BELOW. ALSO VEGETATION NEEDS SPRAYING. SIMPLE STUFF.

BOILER FUEL TENDER



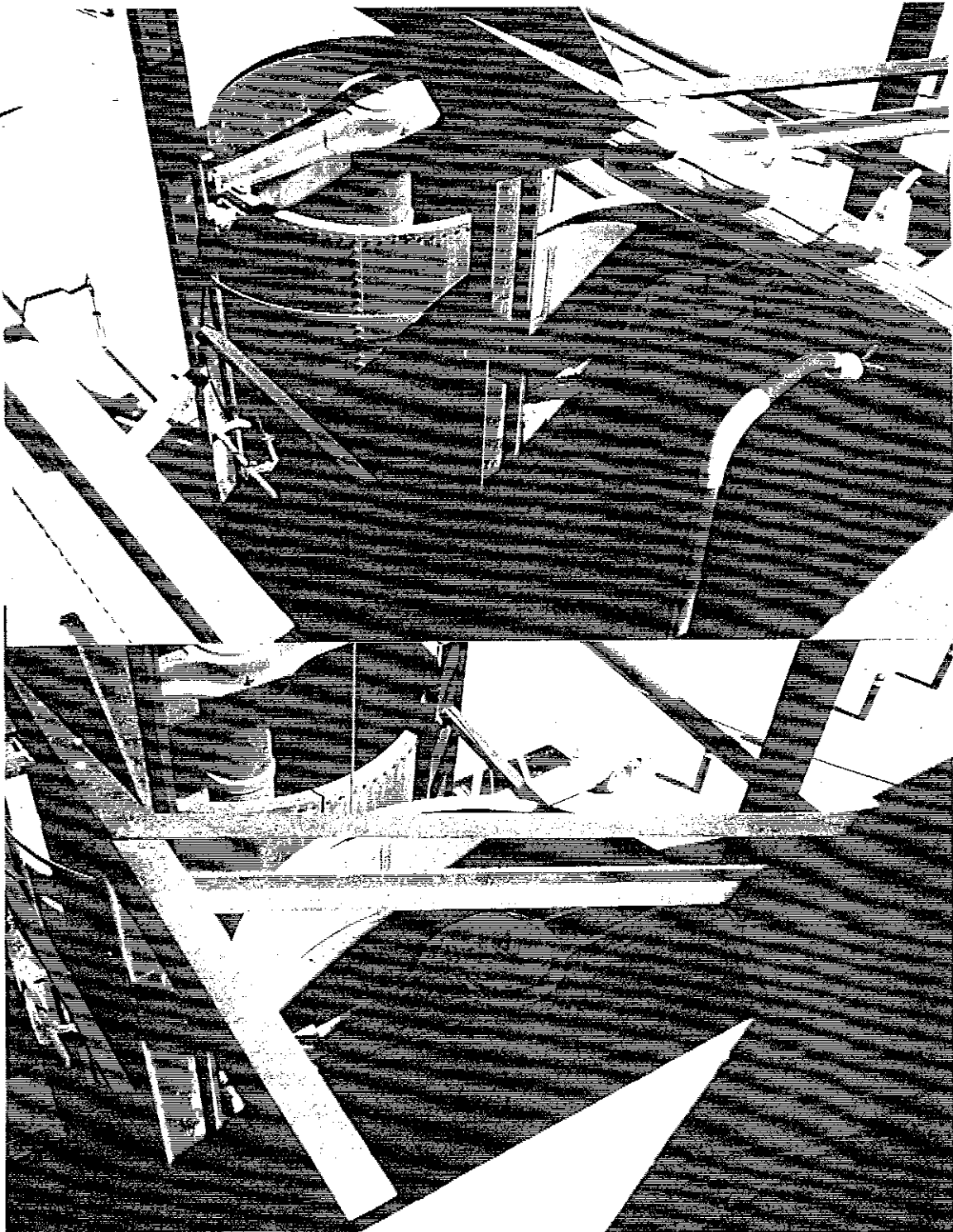
MADE IN 1950 COAL STRIKE ADAPTED FOR STATIONARY BUNKER
DUTY.
RIVETED CONSTRUCTION. BEGINNING TO RUST. NEEDS PAINTING
NOW.

SIGNAGE



WITHOUT CONSERVATION THIS SIGN WILL FADE.
APPLY PROTECTIVE COVER OR REPAINT.

HYDRAULIC ACCUMULATORS



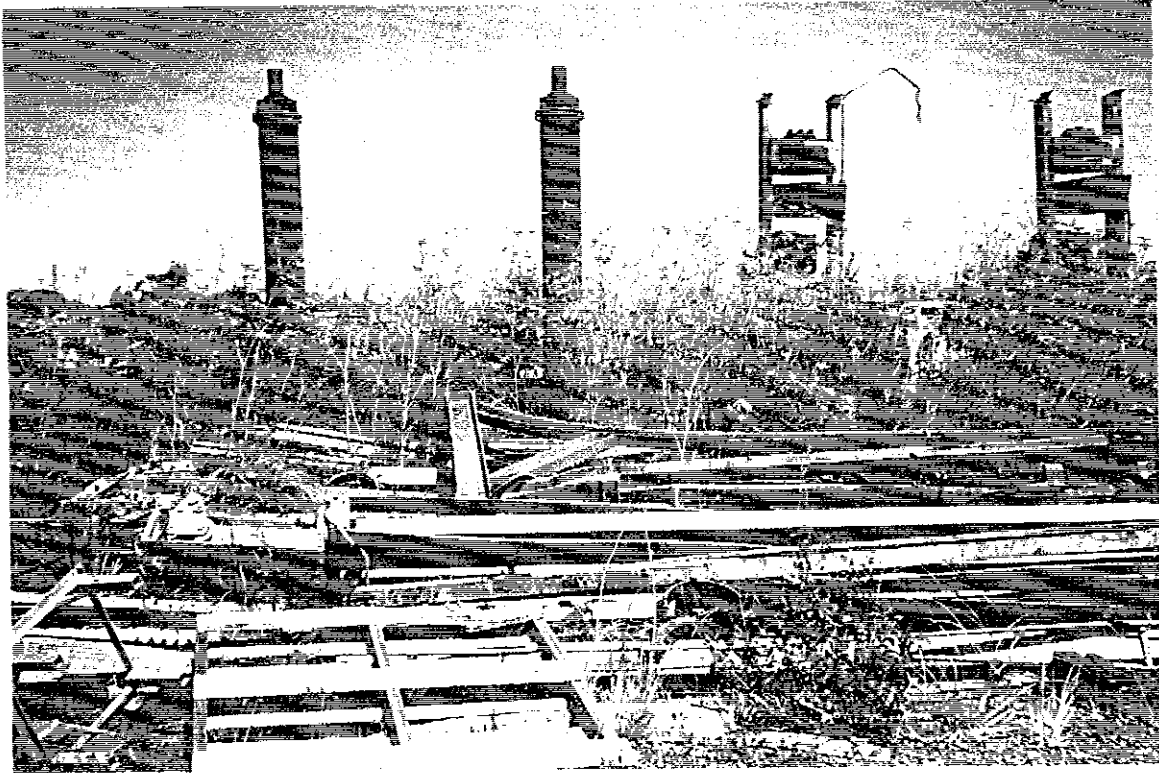
PAINT TANKS AND STRUCTURE NOW.

A RARE EXAMPLE OF EARLY MOTIVE POWER SOURCE.

SHOULD APPROACH SYDNEY WATER TO SPONSOR THIS ONE.

THE HYDRAULIC SYSTEM AT EVELEIGH IS IMPRESSIVE AND EXTENSIVE AND WORLD CLASS. DOES NOT DESERVE DEMOLITION BY NEGLECT.

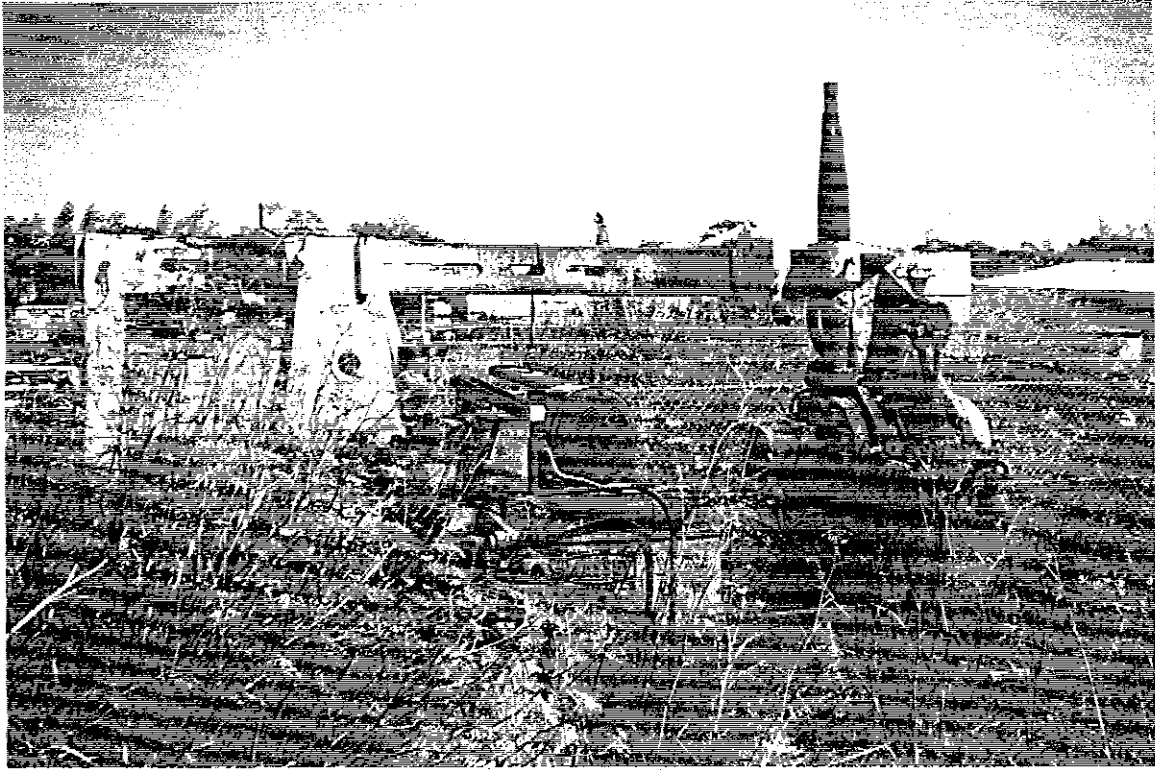
WHEEL SHOP CRANES



CRANES ARE DISMANTLED AND EXPOSED TO ELEMENTS. THEY FORM AN IMPORTANT ASSEMBLAGE OF LOCOMOTIVE WHEEL TECHNOLOGY.

THEIR INTEGRITY HAS BEEN IMPAIRED BY DISMANTLING, MOVING AND ALLOWED TO RUST. APPLY RUST PROTECTIVE COATING AND REASSEMBLE FOR DISPLAY.

MASSEY FLANGE PRESS AND WHEEL PRESS

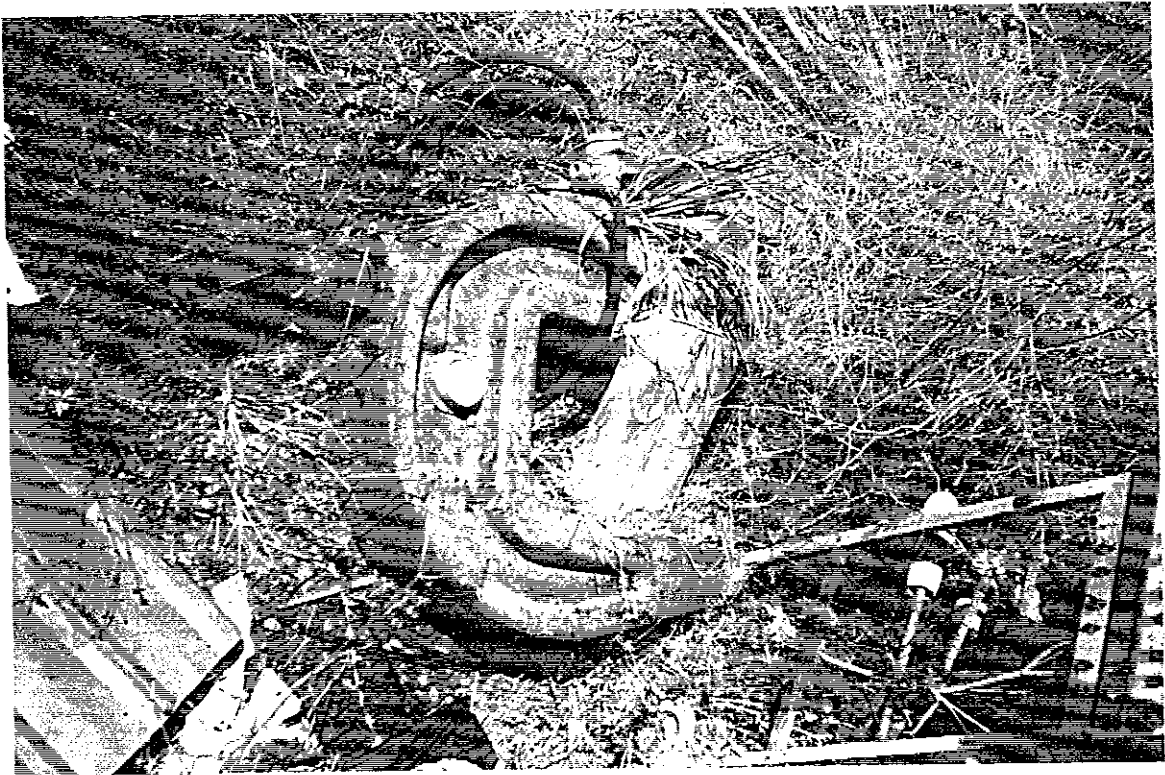
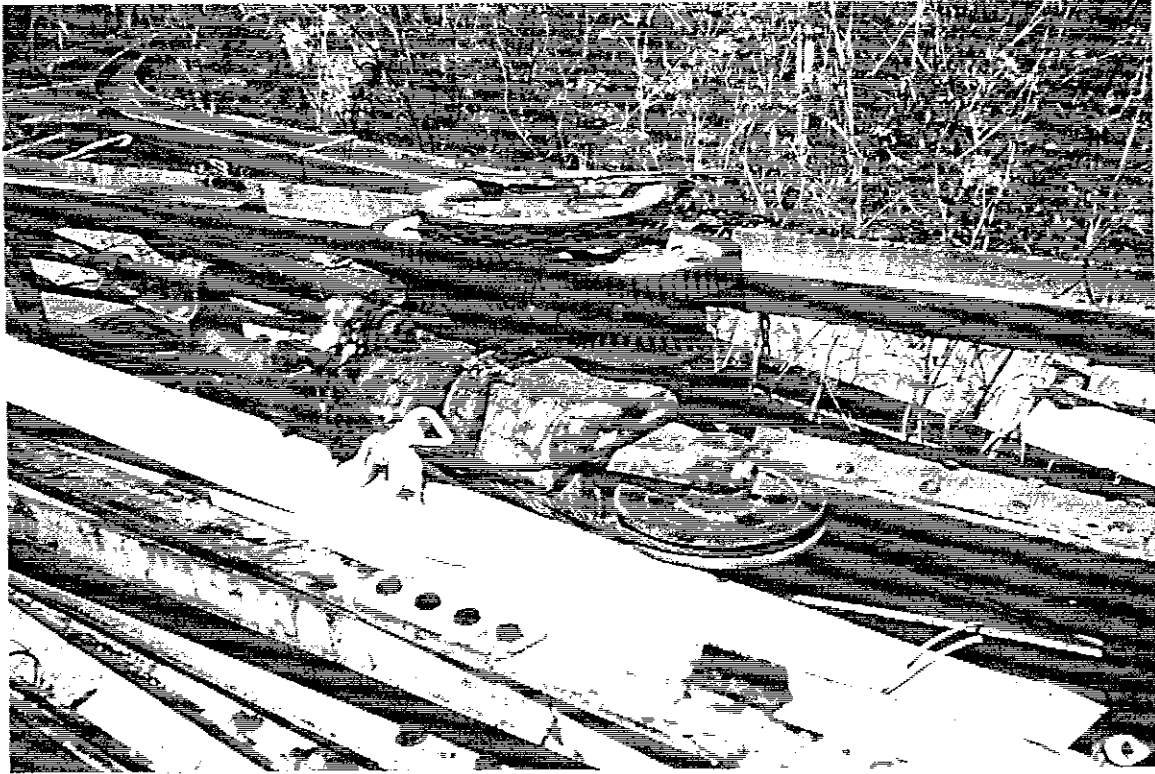


THE WHEEL PRESS IS NOW A RARE ITEM OF MACHINERY AND COULD BE USED BY HERITAGE PRESERVATION GROUPS RUNNING STEAM LOCOMOTIVES FOR WHEEL QUATERING.

THE PRESS IS DISMANTLED AND RUSTING. NEEDS REASSEMBLING AND RUST PROTECTION.

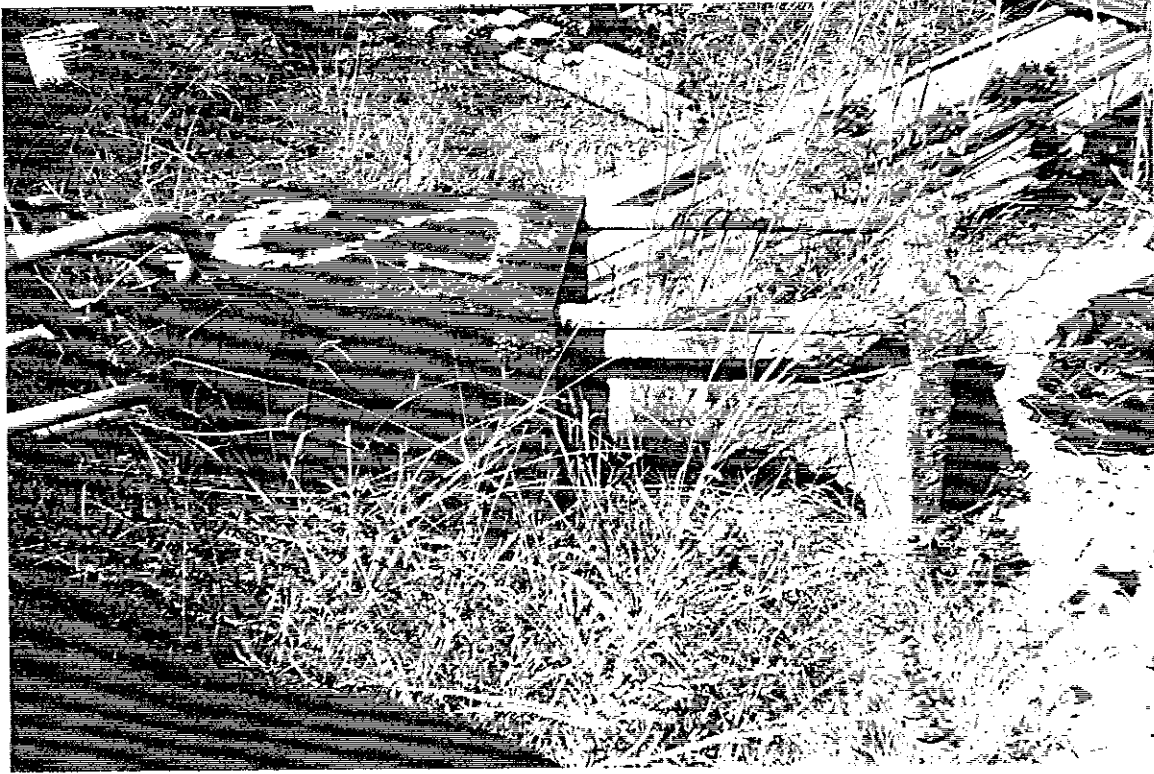
THE SAME CAN BE SAID OF THE FLANGE PRESS. INTERESTINGLY THE WHEEL PRESS SHOP WAS QUICKLY DEMOLISHED ONCE THE ATP GAINED ACCESS TO THE SITE. THE WHEEL PRESS SHOP SITE IS NOW A TEMPORARY CAR PARK ADJACENT TO OUTDOOR COMPOUND.

HYDRAULIC GAP RIVETER



SO MUCH FOR CONSERVATION IN SITU. AN IMPORTANT ITEM VERY SADLY ALLOWED TO RUST - PRE-1996 IN EXCELLENT CONDITION.

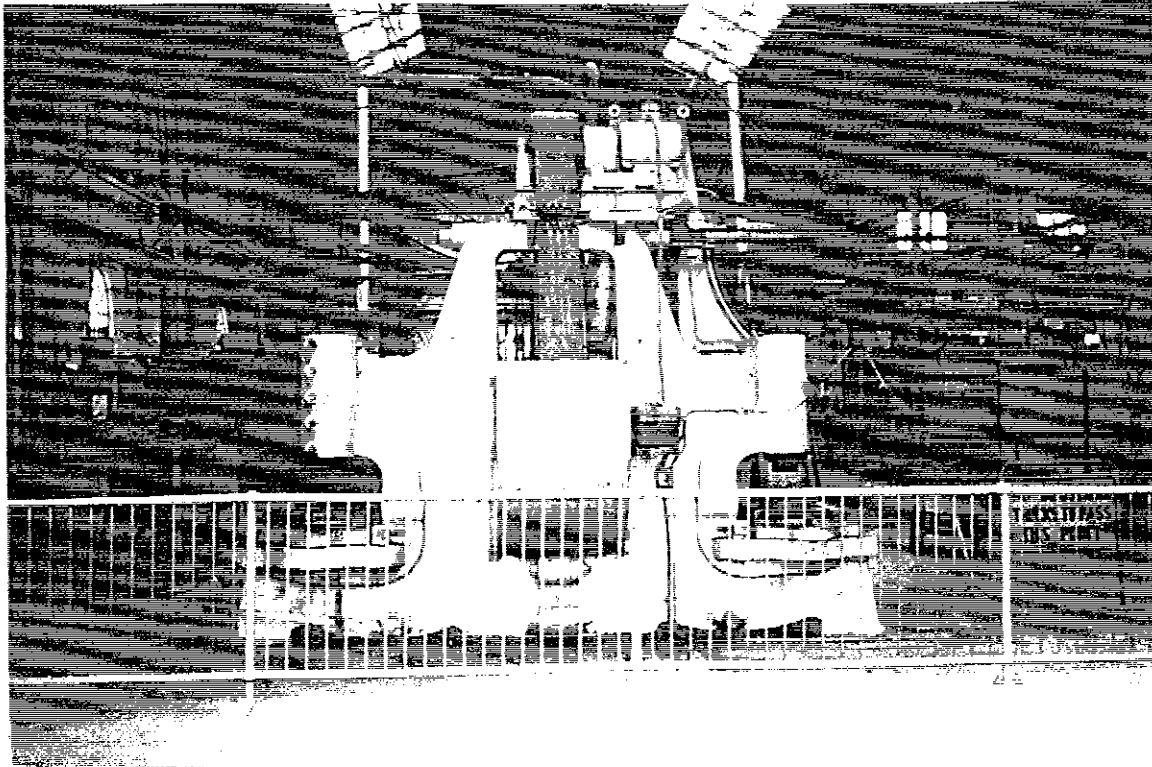
HYDRAULIC SPRING PRESS



TO BE RETAINED IN PRESENT LOCATION?

TOTAL DISREGARD FOR THE CONSERVATION MANAGEMENT REPORT.
TRULY SCANDALOUS.

BRETTS PUNCH

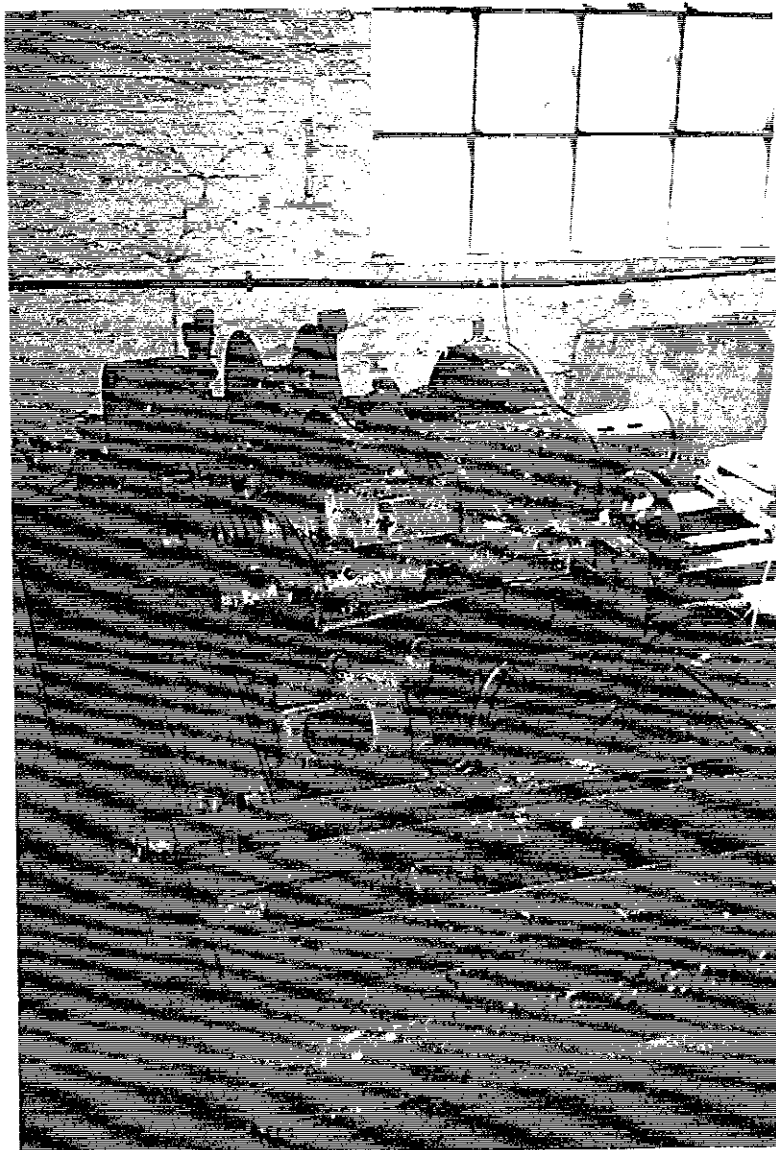


AN EXAMPLE OF WHAT A FEW DAYS WORK CAN DO ON THIS CLASS OF MACHINERY. CLEANED AND GREASED LAST YEAR BY WROUGHT ARTWORKS.

NEW STARTER INSTALLED SOME YEARS AGO BY WROUGHT ARTWORKS AND USED TO MANUFACTURE FENCING FOR CENTENNIAL PARK AND ST LUKE'S CHURCH LIVERPOOL.

IN GOOD WORKING ORDER. LOCATED BAY 1 SOUTH.

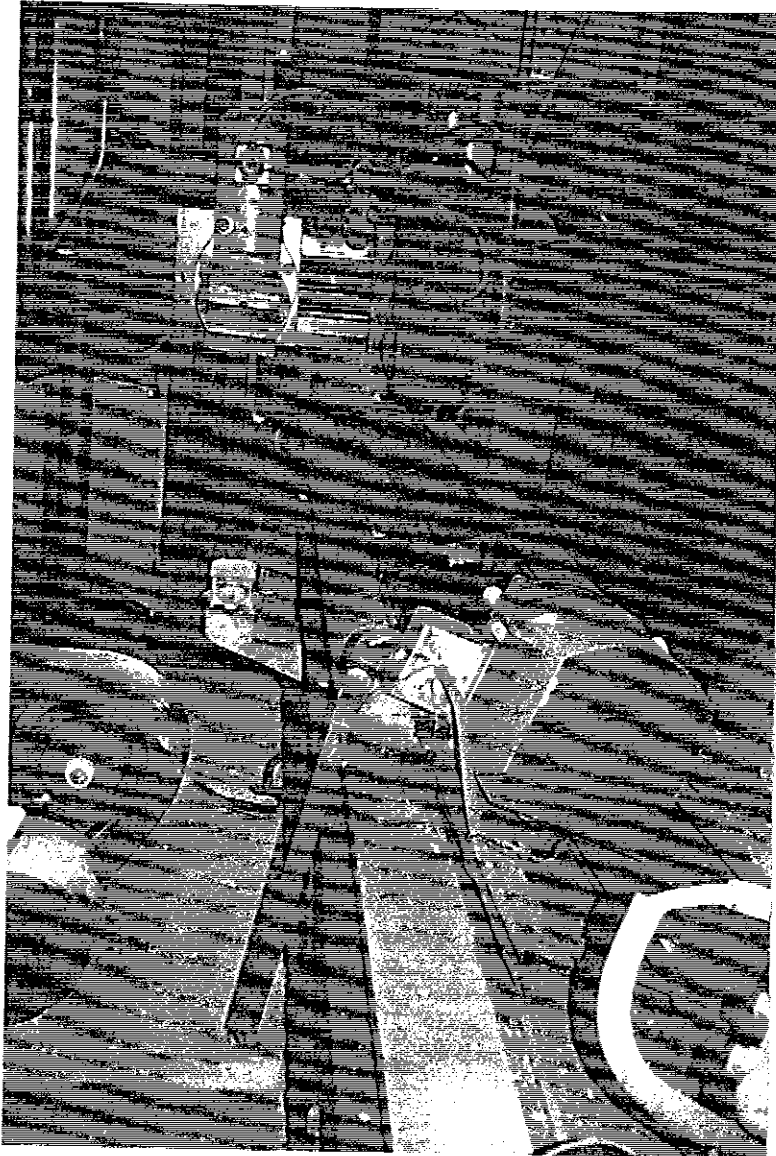
SPRING COILER



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RUST - NO BIG PROBLEM BUT NOT CONSERVATION POLICY AT ITS
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NEEDS TO BE RELOCATED.

STIRK PLANNER



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