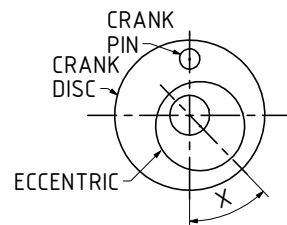


QTY.	PART NUMBER
1	09E-09-00-1-01-BASE
6	09E-09-00-1-02-CRANK HAFT BEARING
6	09E-09-00-1-03-MAIN COLUMN
1	09E-09-00-1-04-HP CYLINDER BOTTOM COVER
1	09E-09-00-1-05-IP CYLINDER BOTTOM COVER
1	09E-09-00-1-06-LP CYLINDER BOTTOM COVER
1	09E-09-00-1-07-HP CYLINDER BLOCK
1	09E-09-00-1-08-IP+LP CYLINDER BLOCK
1	09E-09-00-1-09-HP CYLINDER TOP COVER
1	09E-09-00-1-10-IP CYLINDER TOP COVER
1	09E-09-00-1-11-LP CYLINDER TOP COVER
1	09E-09-00-1-12-IP TO LP PIPE
1	09E-09-00-1-13-IP VALVE CHEST TOP GUIDE
1	09E-09-00-2-01-CRANK SHAFT
1	09E-09-00-2-02-HP PISTON+CROSSHEAD
1	09E-09-00-2-03-IP PISTON+CROSSHEAD
1	09E-09-00-2-04-LP PISTON+CROSSHEAD
1	09E-09-00-2-05-FLYWHEEL
3	09E-09-00-2-06-CON-ROD
1	09E-09-00-2-07-IP ECCENTRIC SHEAVE
2	09E-09-00-2-08-HP+LP ECCENTRIC SHEAVE
3	09E-09-00-2-09-ECCENTRIC STRAP
1	09E-09-00-2-10-HP SLIDE VALVE
1	09E-09-00-2-11-IP SLIDE VALVE
1	09E-09-00-2-12-LP SLIDE VALVE

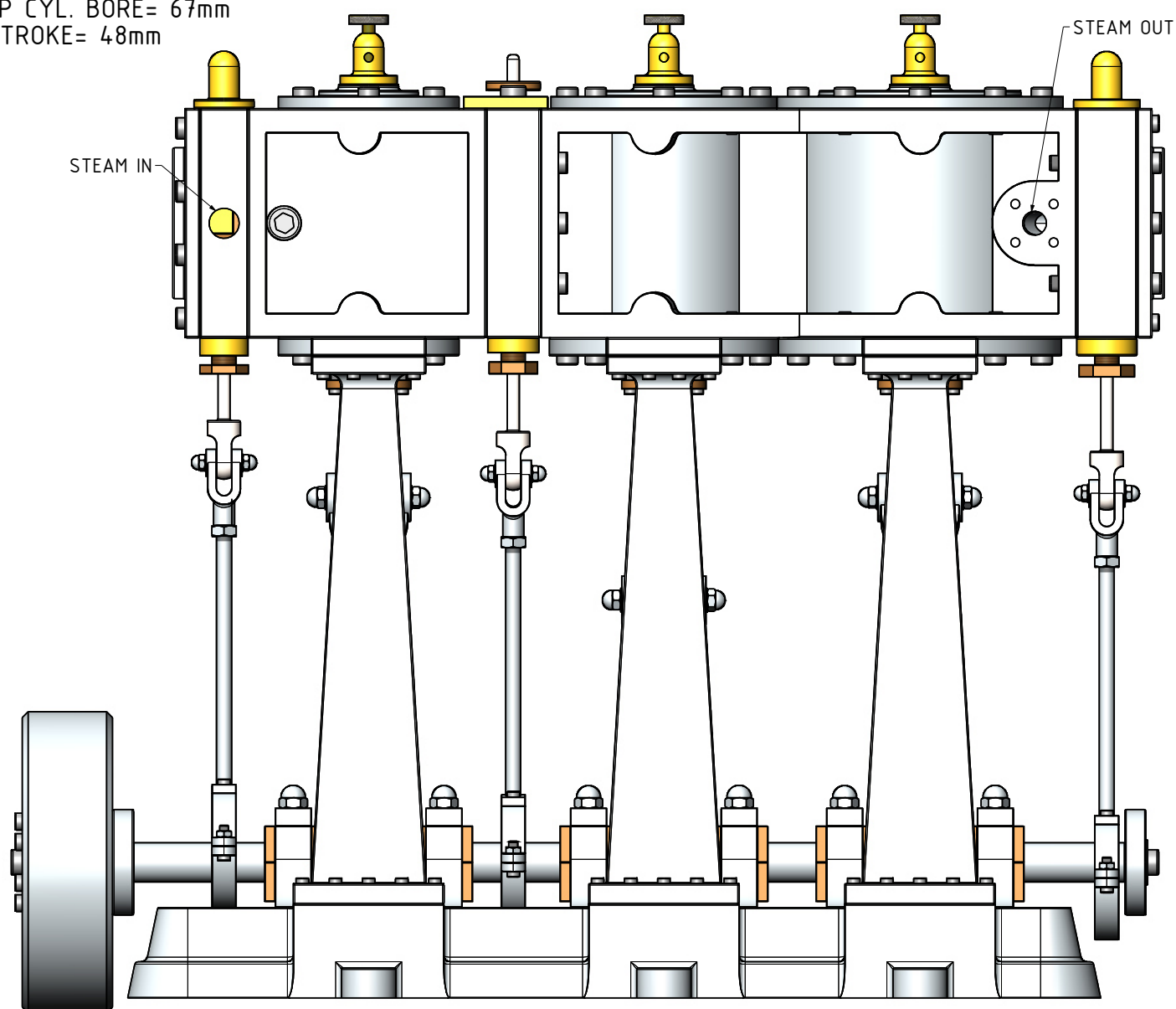
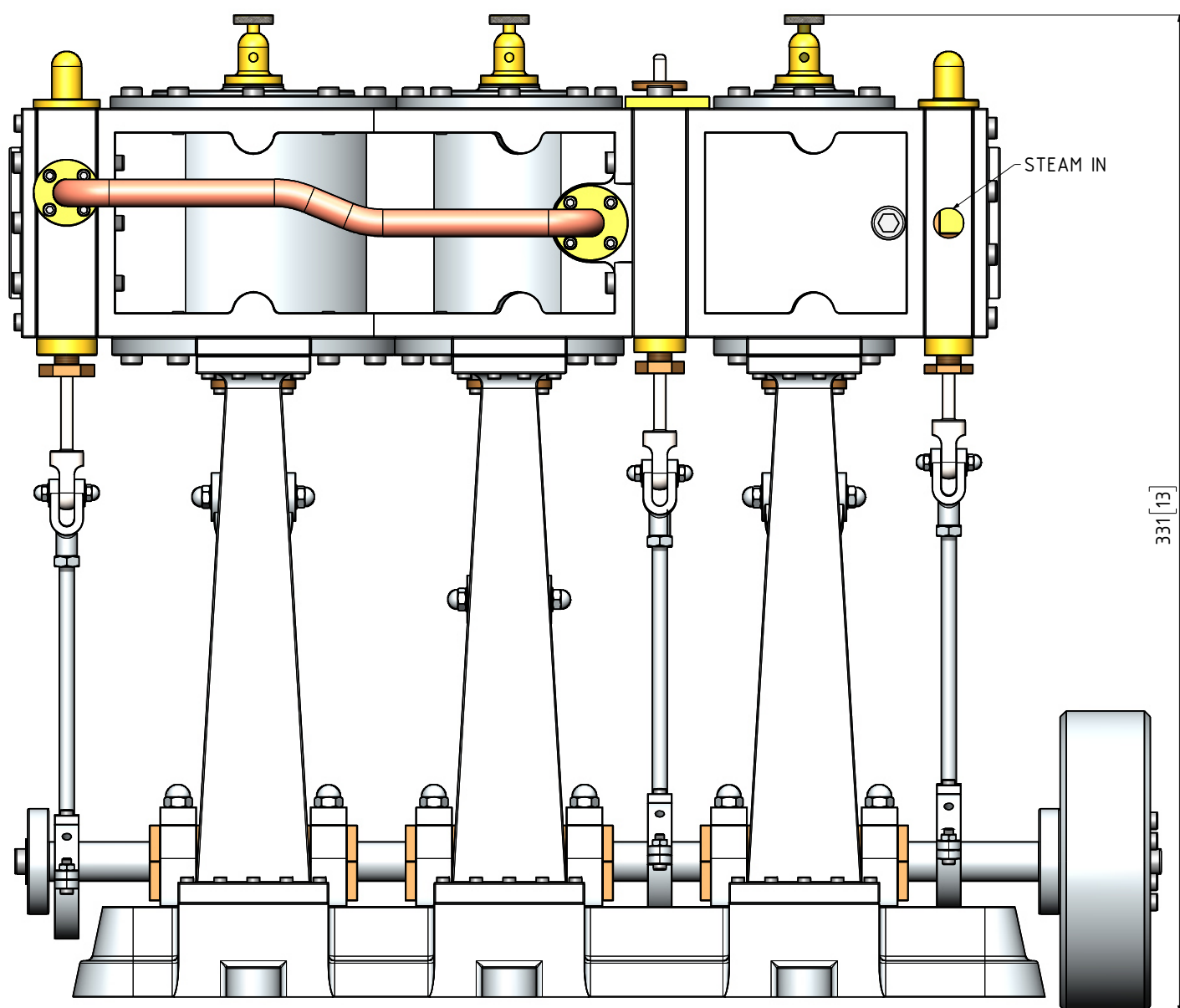
QTY.	PART NUMBER
2	09E-09-00-M2.5 NUT
6	09E-09-00-M3 DOME NUT
6	09E-09-00-M3 NUT
6	09E-09-00-M3 WASHER
36	09E-09-00-M3x10 A-K C-SINK SCREW
108	09E-09-00-M3x10 A-K CYL HEAD SCREW
3	09E-09-00-M3x12 A-K GRUB SCREW
8	09E-09-00-M3x14 A-K CYL HEAD SCREW
6	09E-09-00-M4x6 A-K CYL HEAD SCREW
12	09E-09-00-M4 DOME NUT
6	09E-09-00-M4 WASHER
8	09E-09-00-M4x28 A-K C-SINK SCREW
8	09E-09-00-M4x30 A-K CYL HEAD SCREW
6	09E-09-00-M4x32 A-K CYL HEAD SCREW
6	09E-09-00-M4x36 A-K CYL HEAD SCREW
12	09E-09-00-M5 DOME NUT
3	09E-09-00-M5 NUT
4	09E-09-00-M5x12 A-K C-SINK SCREW
42	09E-09-00-M5x12 A-K CYL HEAD SCREW
1	09E-09-00-M5x22 A-K C-SINK SCREW
5	09E-09-00-M5x30 A-K CYL HEAD SCREW
18	09E-09-00-M5x34 A-K CYL HEAD SCREW
11	09E-09-00-M5x46 A-K CYL HEAD SCREW
1	09E-09-00-M6 WASHER SPECIAL
3	09E-09-00-M6x14 A-K CYL HEAD SCREW
1	09E-09-00-M6x44 A-K CYL HEAD SCREW
2	09E-09-00-M8x5 A-K CYL HEAD SCREW

THE OFF SET ANGLE OF THE ECCENTRIC IN RELATION TO THE CRANK AXIS TO BE EXPERIMENTALLY DETERMINED FOR THE SMOOTH RUNNING OF THE ENGINE AND SATISFACTION OF THE BUILDER



THE ORIGINAL DRAWING SHOWS THE EXHAUST STEAM IS PIPED INTO A CONDENSOR. ALSO A CONDENSOR PUMP IS SHOWN. THE ORIGINAL DRAWING SEEMS TO SHOW THAT THIS ENGINE IS REVERSABLE. NO OR LIMITED DETAILS OF THE ABOVE THREE MENTIONED ITEMS ARE SHOWN ON THE ORIGINAL DRAWING. NO FLYWHEEL IS SHOWN ON THE ORIGINAL DRAWING

SOME DETAILS
 HP CYL. BORE= 33mm
 IP CYL. BORE= 48mm
 LP CYL. BORE= 67mm
 STROKE= 48mm



NOTES: FOUND ORIGINAL DRAWING ON INTERNET. NO AUTHOR/DESINGER, DATE WAS NOTED ON THE DRAWING. THE ENGINE SHOWN ON THESE DRAWINGS IS APPROX 1.5 TIMES LARGER THAT SHOWN ON THE ORIGINAL DRAWING

TITLE
A VERTICAL TRIPLE EXPANSION STEAM ENGINE NON REVERSING

DRAWING CONTENTS
**GENERAL ARRANGEMENT, NOTES
 BILL OF MATERIALS**

PROJECT No 09E-09-00
 JDW DRAUGHTING SERVICES
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 2110, NEW ZEALAND. PHONE: 0064 09 2988815. MOB:
 0211791000 E-MAIL: dewaal@xtra.co.nz.

PROJECTION
JDWDS
 DATE JULY 2020
 SHEET: 01 OF 07

MODEL SCALE: 1:1
 DWG SCALE: NTS @A3 OR AS SHOWN
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A3 No: 09E-09-00-SHT01

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