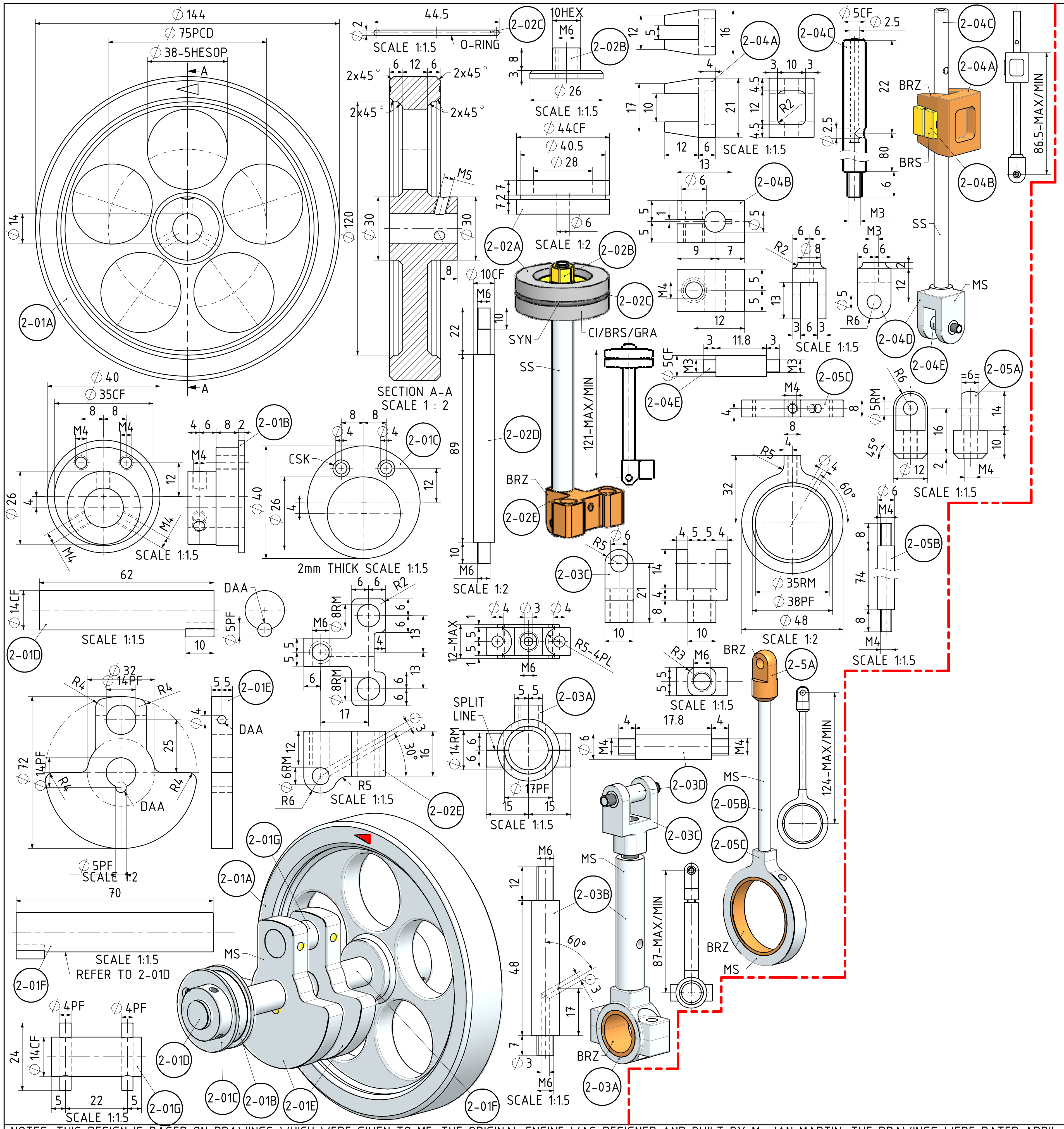
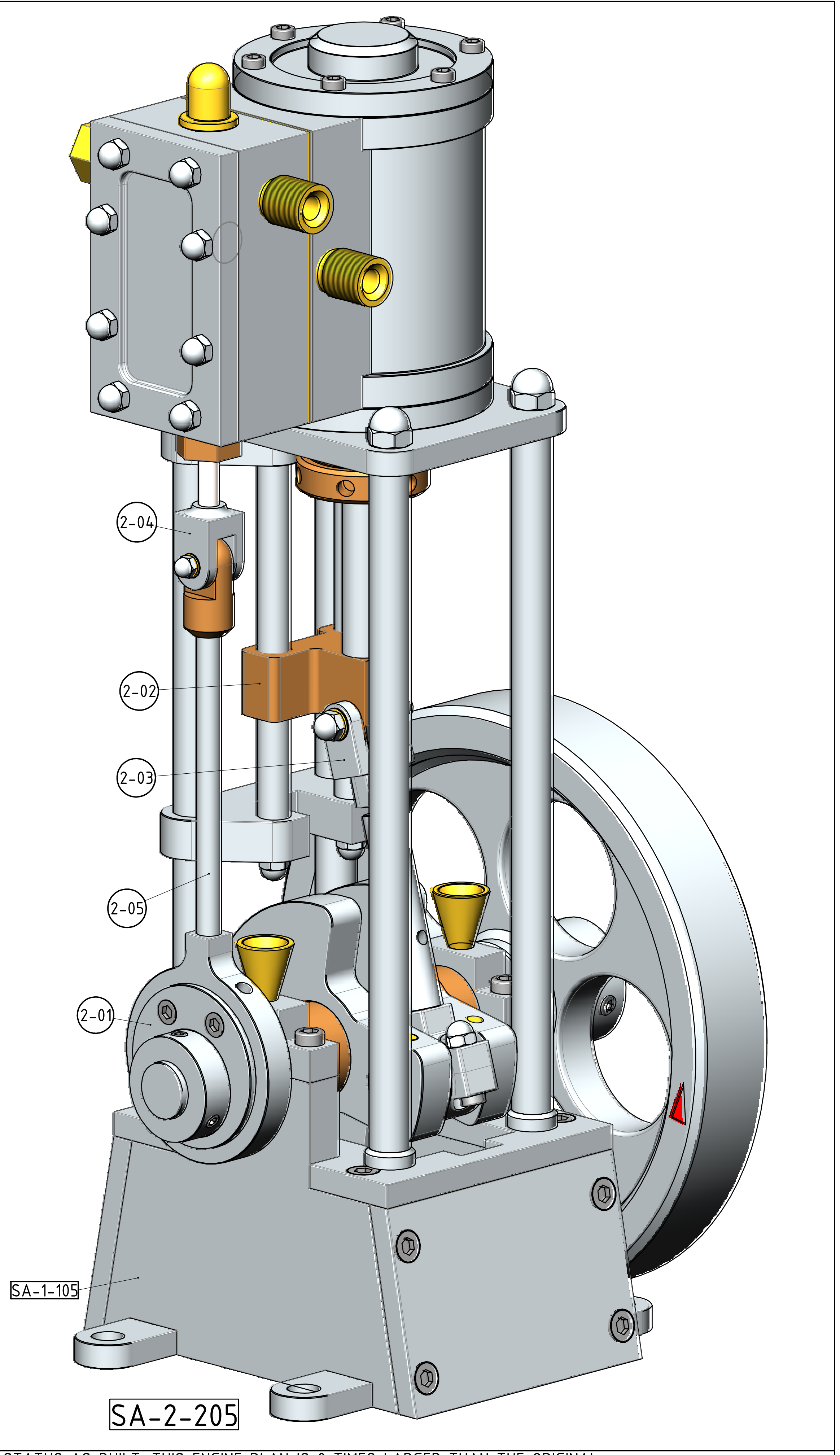


∅144
∅75PCD
∅38-5HESOP
A
2-01A
∅14
∅120
∅30
∅30
M5
8
6 12 6
2x45°
2x45°
2x45°
2x45°
SECTION A-A
SCALE 1 : 2
44.5
∅2
SCALE 1:1.5
O-RING
2-02C
10HEX
M6
2-02B
3 8
∅26
SCALE 1:1.5
∅44CF
∅40.5
∅28
7 2 7
∅6
2-02A
SCALE 1:2
2-02B
2-02C
SYN
CI/BRS/GRA
SS
121-MAX/MIN
2-02D
BRZ
2-02E
∅10CF
M6
22
10
89
10
M6
SCALE 1:2
12 5 16
2-04A
4
3 10 3
17 10 21
4.5 12 4.5
R2
12 6
13
SCALE 1:1.5
∅6
2-04B
5 5 1 5
9 7
M4
5 5
12
6 6
∅8
R2
13
3 6 3
M3
6 6
2
12
∅5
R6
SCALE 1:1.5
3 11.8 3
∅5CF
M3
M3
2-04E
M4
2-05C
4
8
8
2-04C
∅5CF
∅2.5
22
∅2.5
80
6
M3
2-04C
2-04A
BRZ
BRS
2-04B
SS
MS
2-04D
2-04E
86.5-MAX/MIN
R6
∅5RM
16
45°
∅12
2
=6=
2-05A
14
10
M4
SCALE 1:1.5
R5
∅4
60°
32
∅35RM
∅38PF
∅48
SCALE 1:2
∅6
M4
8
74
8
M4
2-05B
SCALE 1:1.5
∅40
∅35CF
8 8
M4
M4
∅26
4
12
M4
M4
SCALE 1:1.5
4 6 8 2
M4
2-01B
∅40
8 8
∅4
∅4
CSK
2-01C
∅26
4
12
2mm THICK SCALE 1:1.5
62
∅14CF
SCALE 1:1.5
10
2-01D
DAA
∅5PF
6 6
R2
M6
∅8RM
6 6 13
5 5
4
6
∅8RM
6 6 13
17
∅4 ∅3 ∅4
12-MAX
1 5 5 1
M6
R5-4PL
R5
∅6
2-03C
14
21
4
8
10
4 5 5 4
10
∅32
∅14PF
R4
R4
∅72
∅14PF
25
R4
R4
DAA
∅5PF
SCALE 1:2
5 5
2-01E
∅4
DAA
12
∅6RM
R6
R5
30°
∅3
16
SCALE 1:1.5
2-02E
SPLIT LINE
2-03A
5 5
∅14RM
6 6
∅17PF
15 15
SCALE 1:1.5
R3
M6
5 5
SCALE 1:1.5
4 17.8 4
∅6
M4
M4
2-03D
BRZ
2-5A
MS
2-05B
2-05C
124-MAX/MIN
70
SCALE 1:1.5
REFER TO 2-01D
2-01F
∅4PF
∅4PF
24
∅14CF
5 22 5
SCALE 1:1.5
2-01G
2-01G
2-01A
MS
2-01D
2-01C
2-01B
2-01E
2-01F
M6
12
48
60°
∅3
17
7
∅3
M6
SCALE 1:1.5
2-03B
MS
2-03C
87-MAX/MIN
BRZ
2-03A
BRZ
MS



2-04
2-02
2-03
2-05
2-01
SA-1-105
SA-2-205

NOTES: THIS DESIGN IS BASED ON DRAWINGS WHICH WERE GIVEN TO ME. THE ORIGINAL ENGINE WAS DESIGNED AND BUILT BY Mr. IAN MARTIN, THE DRAWINGS WERE DATED APRIL 2013 STATUS AS BUILT. THIS ENGINE PLAN IS 2 TIMES LARGER THAN THE ORIGINAL

TITLE
A MODEL OF A SIMPLE 1 AND 2 CYLINDER
VERTICAL STEAM ENGINE WITH SLIDE VALVE

DRAWING CONTENTS
PARTS AND ASSEMBLIES

PROJECT No 09C-35-00
JDW DRAUGHTING SERVICES
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0211791000 E-MAIL: dewaal@xtra.co.nz.

PROJECTION
JDWDS
DATE JANUARY 2019
SHEET: 03 OF 06

MODEL SCALE: 1:1
DWG SCALE: 1:1 @A3 OR AS SHOWN
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A3
No: 09C-35-00-SHT03

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