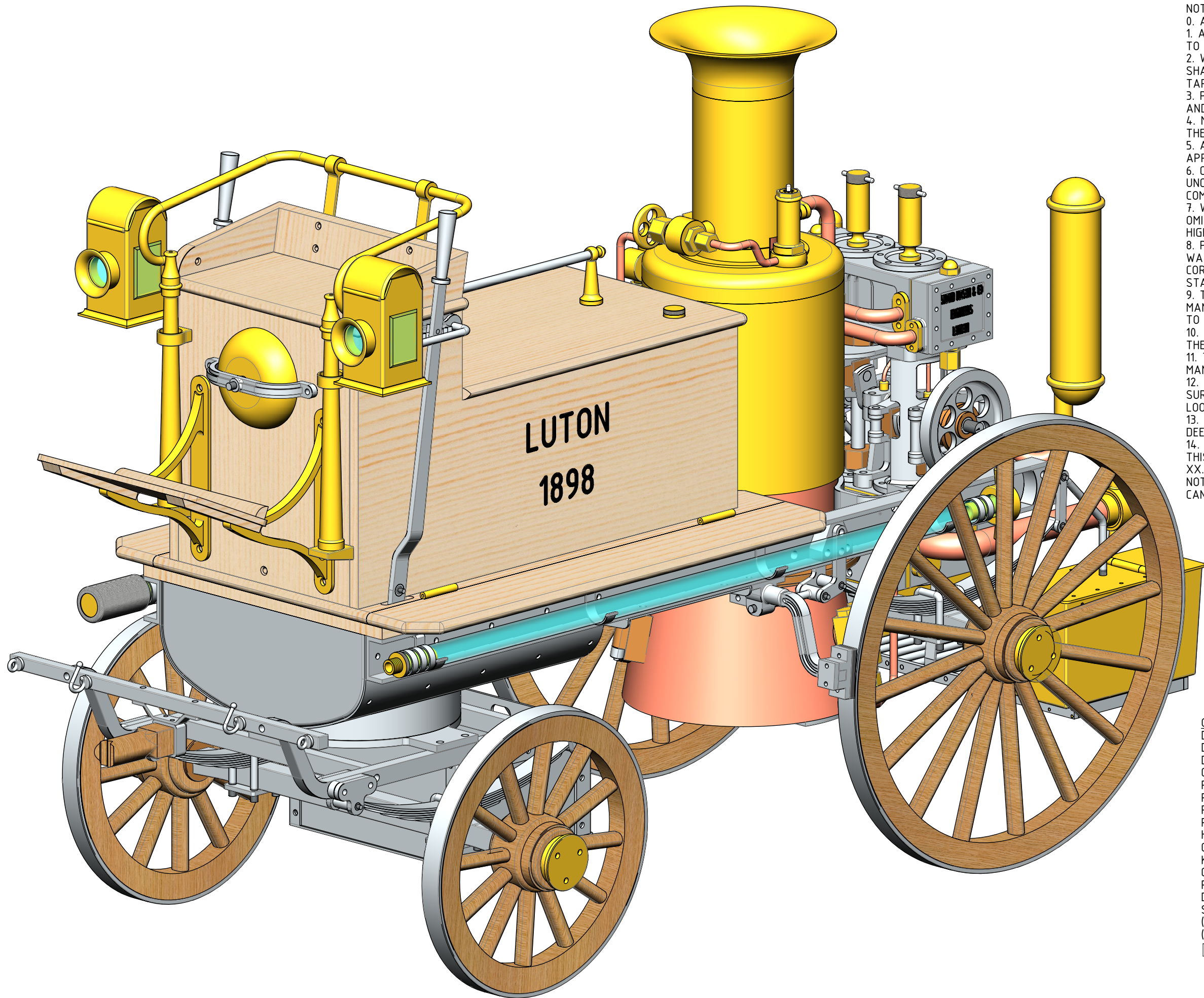
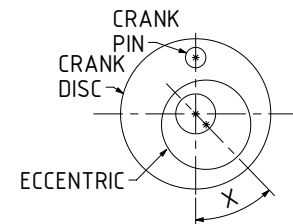




- NOTES:
0. ALL DRAWINGS ARE IN METRIC MEASUREMENTS
 1. ALL ENGINEERING PRACTICES SHALL BE APPLIED WITH REGARDS TO HOLE AND SHAFT TOLERANCES.
 2. WHERE SCREWS OR BOLTS ARE USED THE CLEARANCE HOLES SHALL BE APPROXIMATELY 5% TO 8% LARGER THAN THE MATCHING TAPPED HOLE.
 3. PREFERABLY ALL TAPPED HOLES AND MATCHING SCREWS AND/OR BOLTS TO BE METRIC FINE (MF)
 4. MATERIALS SPECIFIED ON THE DRAWINGS ARE INDICATIVE ONLY. THE BUILDER CAN MAKE HIS/HER OWN MATERIAL CHOICE.
 5. ALL CONNECTIONS/JOINTS WHICH HAVE STEAM PRESSURE APPLIED TO IT SHALL BE SILVER/HARD SOLDERED.
 6. COMPRESSION SPRINGS ARE DRAWN IN COMPRESSED STATE (CP), UNCOMPRESSED STATE IS APPROX 40% TO 60% LONGER THEN COMPRESSED STATE.
 7. WHERE PREFERRED SCREW OR RIVETED CONNECTIONS CAN BE OMITTED AND PARTS CAN BE BONDED TOGETHER BY USING EITHER HIGH STRENGTH GLUE, EPOXY RESIN, OR SOLDER.
 8. PARTS WHICH ARE DIRECTLY EXPOSED TO STEAM AND/OR WATER SHOULD BE CONSTRUCTED USING NON-FERROUS OR NON CORROSIVE MATERIAL SUCH AS BRASS, BRONZE, GUNMETAL, STAINLESS STEEL, COPPER OR MONEL.
 9. THE ORDER IN WHICH THE PARTS/COMPONENTS ARE MANUFACTURED AND THE MODEL IS ASSEMBLED IS ENTIRELY LEFT TO THE BUILDER/MODEL MAKER.
 10. A COLOUR SCHEME FOR THIS PROJECT IS ENTIRELY LEFT UP TO THE MODEL MAKER.
 11. THE MANNER IN WHICH THE PARTS/COMPONENTS ARE MANUFACTURED IS ENTIRELY LEFT UP TO THE BUILDER.
 12. USE LOCTITE, ON SCREW OR PRESS FIT CONNECTIONS OR SURFACES, WERE DEEMED NECESSARY TO PREVENT PARTS FROM LOOSENING.
 13. WASHERS AND/OR SPRING WASHERS SHALL BE USED WHERE DEEMED NECESSARY.
 14. INQUIRE AT THE APPROPRIATE AUTHORITIES WHETHER OR NOT THIS BOILER REQUIRE A PRESSURE TEST CERTIFICATE.
- XX. ERRORS AND/OR OMISSIONS MAY OCCUR IN THE DRAWINGS, DO NOT HESITATE TO CONTACT ME SO THAT THE ERRORS/OMISSIONS CAN BE RECTIFIED.



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

OTHER ABBREVIATIONS

- DP = DEEP
DAA= DRILL AFTER ASSEMBLY
D&TAA= DRILL AND TAP AFTER ASSEMBLY
CF = CLOSE FIT (SIZE FOR SIZE)
PF = PRESS FIT
PFAA= PRESS FIT AFTER ASSEMBLY
PCD = PITCH CIRCLE DIAMETER
RM = REAM
HEX = HEXACON, 6SIDED
CP = COMPRESSED
KNL = KNURLED
CSK = COUNTERSINK
PL = PLACES
DWL= DOWEL
SPF= SPOTFACE
(T)HESOP=(TAPPED)HOLES EQUALLY SPACED ON PCD
(T)HESOC=(TAPPED)HOLES EQUALLY SPACED ON CIRCUMFERENCE
[SA-xxx]= SUB ASSEMBLY-xxx

NOTES: THIS DESIGN IS BASED ON DRAWINGS WHICH WERE DOWN LOADED FROM THE "MODELENGINEERINGWEBSITE" WEBSITE. THE ORIGINAL DESIGN AND DRAWINGS WERE BY GUENTER KALLIES. DRAWING DATE UNKNOWN.

TITLE
**A COAL FIRED SHAND, MASON & CO STEAM
FIRE ENGINE "LUTON 1898"**

DRAWING CONTENTS
**GENERAL ARRANGEMENT
ISOMETRIC VIEW AND NOTES**

PROJECT No 08-16-00
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PROJECTION
DATE SEPTEMBER 2019
SHEET: 05 OF 17
JDWDS
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MODEL SCALE: 1:1
DWG SCALE: 1:1 @A3 OR AS SHOWN
A3 No: 08-16-00-SHT05

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