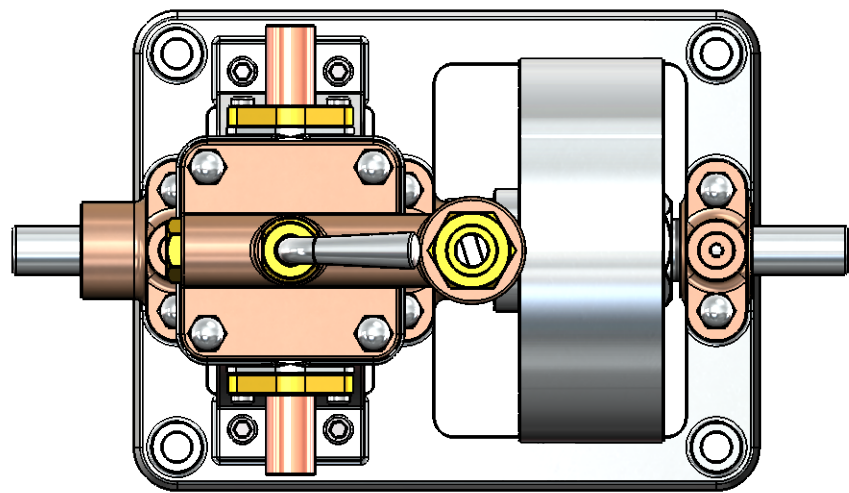


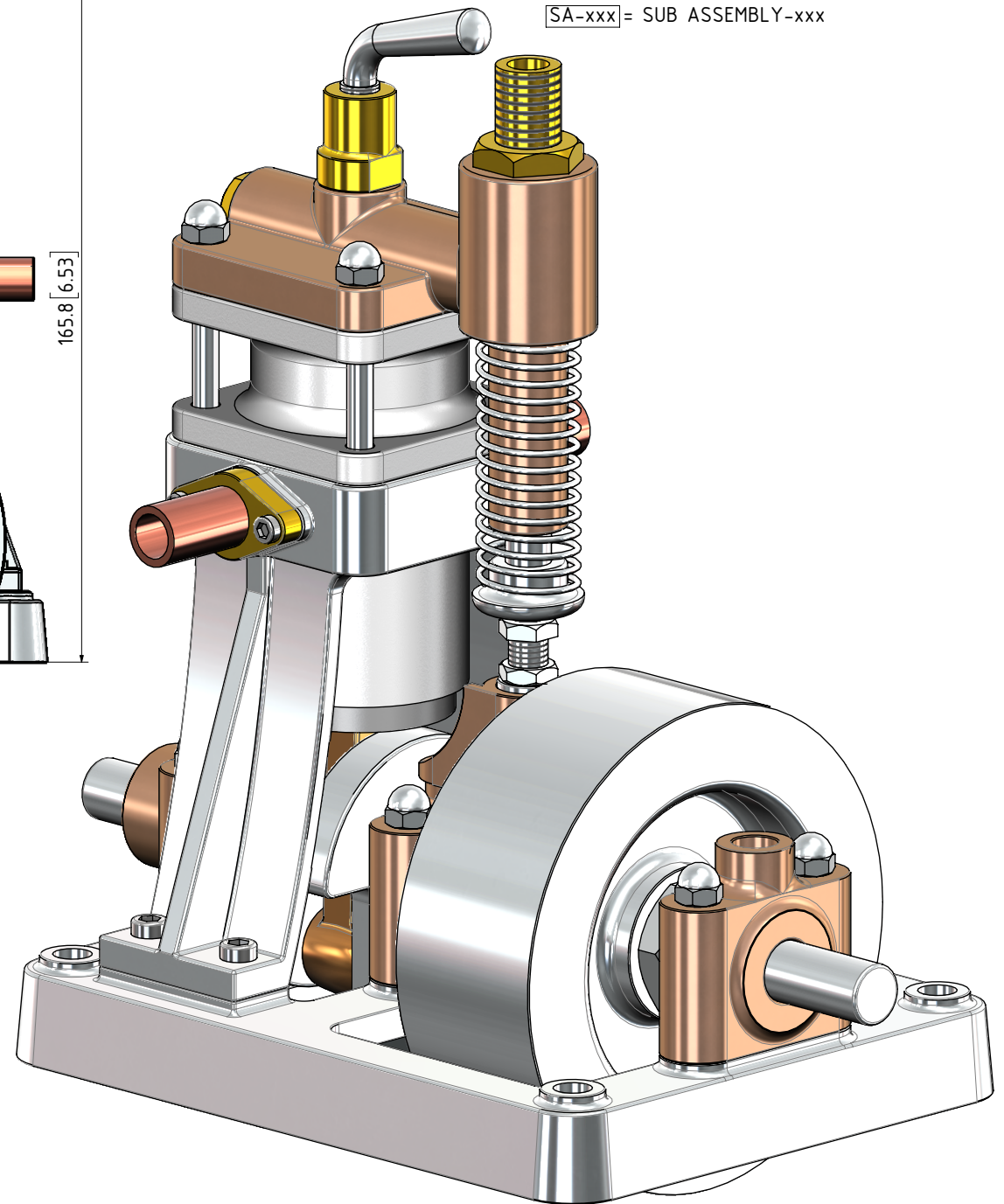
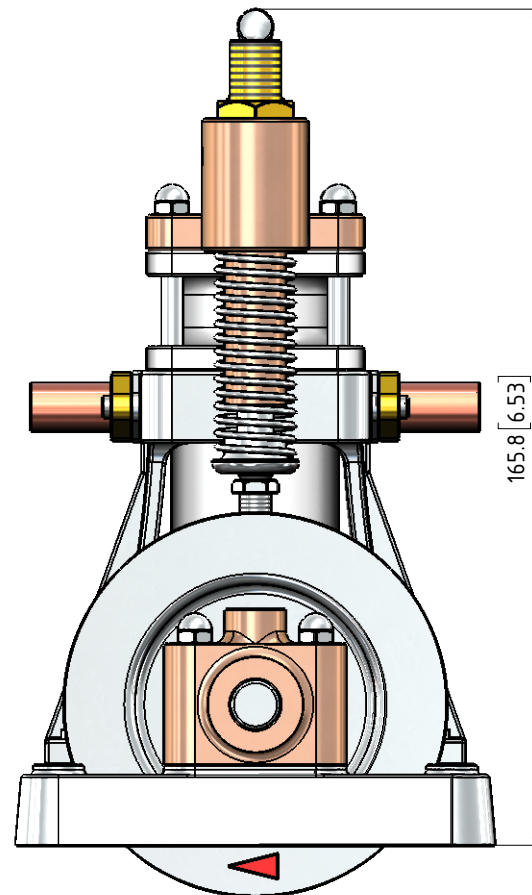
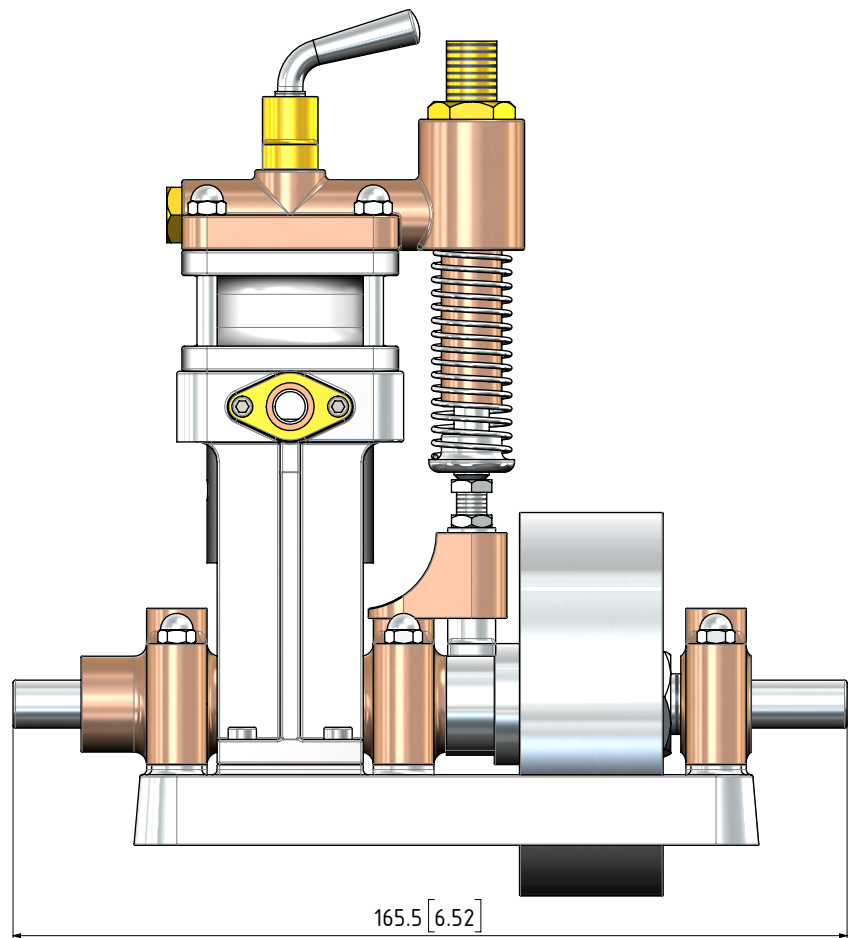
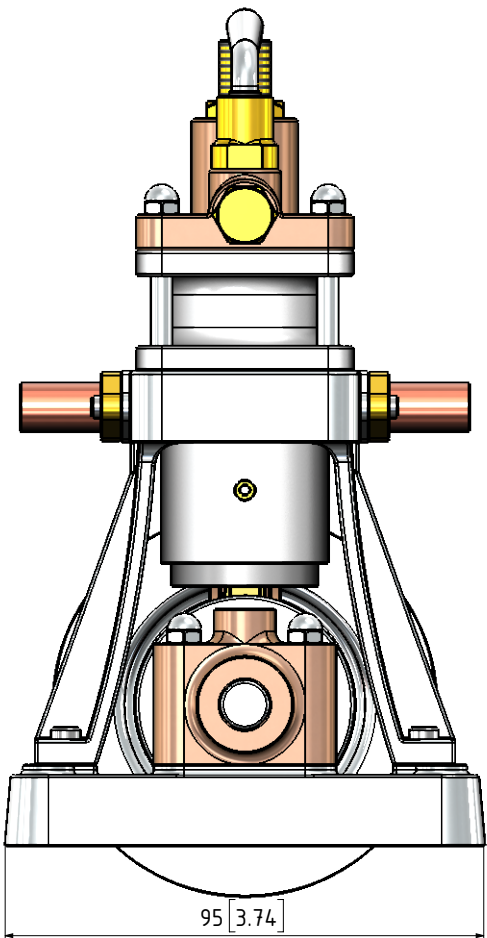
QTY.	PART NUMBER
1	09C-58-00-1-01-BEDPLATE
1	09C-58-00-1-02-MAIN BEARING-1
1	09C-58-00-1-03-MAIN BEARING-2
1	09C-58-00-1-04-MAIN BEARING-3
1	09C-58-00-1-05-COLUMN
1	09C-58-00-1-06-CYLINDER
1	09C-58-00-1-07-CYLINDER TOP COVER
1	09C-58-00-2-01-CRANKSHAFT&FOLLOWER
1	09C-58-00-2-02-CAM
1	09C-58-00-2-03-FLYWHEEL
1	09C-58-00-2-04-PISTON
1	09C-58-00-2-05-CON-ROD
1	09C-58-00-2-06-CAM FOLLOWER
1	09C-58-00-2-07-POPPET VALVE&SPRING COLLAR
1	09C-58-00-M12 NUT
4	09C-58-00-M3x10 A-K CYL HEAD SCREW
10	09C-58-00-M4 DOME NUT
4	09C-58-00-M4x12 A-K CYL HEAD SCREW



DUE TO THE LACK OF INFORMATION ON THE ORIGINAL DRAWING(S), SUCH AS VIEWS, DIMENSIONS, SECTIONS ETC AND/OR CLARITY OF COMPONENTS, OMITTED PARTS/COMPONENTS, SOME OF THE COMPONENTS MIGHT NOT BE AS CONSTRUCTED ORIGINALLY OR AS THE ORIGINAL DESIGNER INTENDED

MATERIAL ABBREVIATIONS:
 ALU = ALUMINIUM
 HALU= HARD ALUMINIUM
 BRS = BRASS
 BRZ = BRONZE OR GUNMETAL (BRZ/GM)
 CI = CAST IRON
 CU = COPPER
 GRA = GRAPHITE
 MS = MILD STEEL/BRIGHT MILD STEEL
 SS = SILVER STEEL OR STAINLESS STEEL
 SPS = SPRING STEEL
 PEEK= POLYETHER ETHER KETONE
 SYN = SYNTHETIC MATERIAL SUCH AS VETON, NYLON, TEFLON OR RUBBER
 IN GENERAL SYNTHETIC MATERIALS SHOULD BE ABLE TO WITHSTAND THE HEAT AND PRESSURE(S) APPLIED TO THEM.
 nnn/nnn MEANS THAT EITHER MATERIAL CAN BE USED

OTHER ABBREVIATIONS
 AS = AS SHOWN
 DP = DEEP
 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
 OD = OUTSIDE DIAMETER
 ID = INSIDE DIAMETER
 MAX/MIN = CRITICAL DIMENSION
 [SA-xxx]= SUB ASSEMBLY-xxx

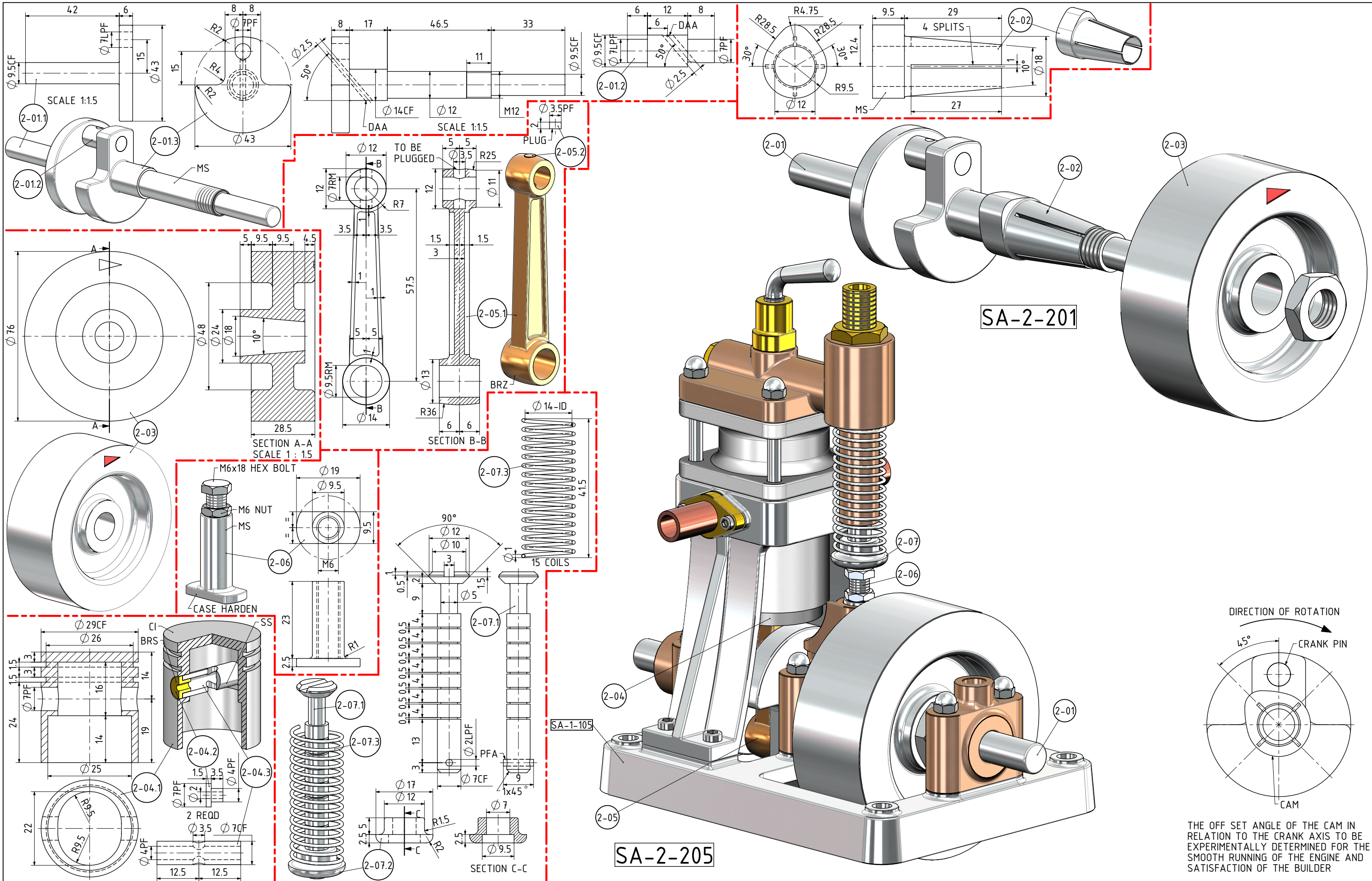


GENERAL NOTES:
 0. ALL DRAWINGS ARE IN METRIC MEASUREMENTS
 1. ALL ENGINEERING PRACTICES SHALL BE APPLIED WITH REGARDS TO HOLE AND SHAFT TOLERANCES.
 2. WHERE SCREWS OR BOLTS ARE USED THE CLEARANCE HOLES SHALL BE APPROXIMATELY 5% TO 8% LARGER THAN THE MATCHING TAPPED HOLE.
 3. PREFERABLY ALL TAPPED HOLES 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. REMOVE ALL SHARP EDGES
 XX. ERRORS AND/OR OMISSIONS MAY OCCUR IN THE DRAWINGS, DO NOT HESITATE TO CONTACT ME SO THAT THE ERRORS/OMISSIONS CAN BE RECTIFIED.

ADDITIONAL NOTES ABOUT THESE DRAWINGS:
 1)MATERIALS HAVE BEEN SPECIFIED ON THESE DRAWINGS. HOWEVER THE BUILDER CAN CHOOSE ITS OWN PREFERRED MATERIAL FOR THE PARTS/COMPONENTS.
 2) FASTENERS. FASTENERS SUCH AS BOLTS, SCREWS, RIVETS, NUTS AND WASHERS HAVE BEEN SHOWN ON THESE DRAWINGS. THE BUILDER TO CHOOSE ITS OWN PREFERRED TYPE OF FASTENERS IF SO DESIRED.

NOTES: THE ORIGINAL DRAWING WAS GIVEN TO ME. THE TITLE OF THE ORIGINAL DRAWING WAS: "THE "SPARTAN" HIGH-SPEED UNIFLOW STEAM ENGINE" (WITH ALTERNATIVE POPPET-VALVE OR PISTON-VALVE GEAR) BY EDGAR T. WESTBURY. NO DATE OR DRAFTER STATED. THE ENGINE SHOWN ON THESE DRAWINS IS 1.5x THE ORIGINAL SIZE ALSO CONVERTED FROM IMPERIAL TO METRIC.

TITLE A HIGH SPEED UNIFLOW STEAM ENGINE WITH POPPET VALVE CALLED "SPARTAN"	DRAWING CONTENTS GENERAL ARRANGEMENT, VIEWS, NOTES, BILL OF MATERIALS	PROJECT No 09C-58-00 JDW DRAUGHTING SERVICES J.A.M. DE WAAL, 12 BRIGHTWELL STREET PAPA KURA 2110, NEW ZEALAND. PHONE: 0064 09 2988815. MOB: 0211791000 E-MAIL: dewaal@xtra.co.nz.	PROJECTION DATE JUNE 2023 SHEET: 01 OF 03	JDWDS Copyright © J.A.M. DE WAAL PAPA KURA NZ A3 No:09C-58-00-SHT-01	MODEL SCALE: 1:1 DWG SCALE: 1:1 @A3 OR AS SHOWN
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TITLE
**A HIGH SPEED UNIFLOW STEAM ENGINE WITH
 POPPET VALVE CALLED "SPARTAN"**

DRAWING CONTENTS
PARTS AND ASSEMBLIES

PROJECT No 09C-58-00
 JDW DRAUGHTING SERVICES
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PROJECTION
JDWDS
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 SHEET: 03 OF 03

MODEL SCALE: 1:1
 DWG SCALE: 1:1 @A3 OR AS SHOWN
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