

HYDROSTATIC LUBRICATION IN ACTION - Keith Jones



As most of the members know I have now finished the G.W.R 7800 Class Manor (photo above) and it is now running on the track. This loco is fitted with Hydrostatic type lubrication, and as the Saturday gang know, getting this system working has not been without a few problems. Fortunately, it is now working well. When running it only needs a minor adjustment to the control valve if there is a steam pressure variation to keep about four drops of steam oil per lap of the track. This is a very simple task for the driver as the oil can be seen rising up the inside of the sight glass, this is to the left of the water gauge (photo no2). After three hours running the oil level in the tank had dropped by 3/8" inside the smoke box was very sticky and there was a good film on the top of my grease top hat. After blowing down the boiler the water is drained from the bottom of the oil tank then refill with oil for the next run, the main advantage of this type of system is no moving parts and the driver can see the amount of oil that is going to the cylinders.

