

Performance of Garratt 300 working 308 Terowie
Eman & Eckert & man & Bradberg 26-3-52
373 return to Phoro

Asst Supt Loco Phoro

On run to Terowie the boiler was given regulation blow.

Sand was used to clear tubes 3 times.

The dampers were adjusted on trip.

The burner jet was tried at various pressures.

There was a fair amount of smoke from funnel.

Injector was not operated once, when throttle was open, only for a minute before stopping to blow up. Engine lost steam with injector off and throttle open.

Engine primed on 3 occasions, when starting from blowing up.

Engine had no trouble in hauling load with full boiler pressure.

Engine had to be reversed twice to start load after stopping.

Sand was used 3 times when starting train.

Train was started from the heaviest grade on the Phoro Terowie

section.

Biglinder on both engines, run very hot. Atomiser on B engine, was removed at 150 1/2 mile, and cleaned.

Lubercator was drained, at 150 1/2 mile, to make sure lubercator was filled with correct oil.

The four cylinders were running very hot, the change of oil in lubercator made no difference.

The packing blew out of F main steam pipe at 148 1/2 mile, and was repacked at Terowie and gave no further trouble.

Lubercator was worked at 12 drops a minute, both feeds to main steam pipes.

Pistons groaning bad.

Byl oil placed down cylinder, through sniffer valve on top of cylinder, to get along when drifting.

Throttle was cracked when drifting.

Engine slipping when starting load on grade, sand gear handle to low down.

200 gallons of oil was used from Peterborough
to Lerowie

8½ inches of water left in tank at Lerowie,
water down approx 8 in, dep. from Peterborough
Boiler would not maintain steam ^{unless}
standing with R.H. injector on, but
gain steam with L.H. injector on.

On arrival at summit with both
injectors on, steam pressure fell to
40 lbs, causing pump to stop.
The brakes applied, and stopped
train.

Burner jet had very little power,
steam pipe was uncoupled at Lerowie,
and pipe blown out, but it made
no improvement, the block must be
in the burner.

On return trip with lighter load, 343 down
160 Gallons of oil was used, and 10 in
of water was used, Lerowie to Peterborough.
Stopped at 148½ 9150 mile to oil cylinders
Travelled at reduced speed to Peterborough
Sand used once from Lerowie to Peterborough
to clear tubes.

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27-3-52