

FRONZ / ONTRACK
APPROVED CODE OF PRACTISE
FOR
HERITAGE NETWORK OPERATORS

Mechanical Supplementary Code
B3.3.2.01
Injectors

| Issue | Prepared (P), Reviewed (R), Amended (A) | Approved by | Effective Date |
|--------------|--|------------------------------|-----------------------|
| 1 | P McCallum (P) | Heritage Technical Committee | 27 June 2006 |
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Reference Material

| Source | Description | Date |
|---------------|--------------------------------------|-------------|
| NZ Railways | Mechanical Branch Code No 8, Issue 3 | 1/5/1947 |
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Amendment History

| Version | Section | Amendment |
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Injectors

1 Introduction

This Supplementary Code relates to:-
B3.1.1.01 - Mechanical Code Of Practice, Section 3.7.7 - Injectors

It contains:-

- NZ Railways Mechanical Branch Code No 8 – Injectors, Issue 3 of 1/5/47

which contains information relevant to the maintenance of boiler injectors. Operators are to use those sections that are relevant to their operation.

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| NEW ZEALAND GOVERNMENT RAILWAYS MECHANICAL BRANCH | INJECTORS | CODE No. 8 Issue No 3 Date Issued 1/5/47 |
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Existing Codes to be cancelled: NONE

(1) INJECTORS, Types of

| Types | B.P of Injector | Class of Locos. fitted to. |
|--|--------------------------|---|
| 6½ M.M. Sellers pattern | X. 10199 } Y. 20748 } | F, H, W, WA, WB, WF, WG, WW, |
| 7½ M.M. Sellers pattern | | |
| 8½ M.M. Sellers pattern | | A, AA, B, BA, BB, C, J, JA, Q, U, UA, UB, UC, WAB, WE. X. |
| No.8 exhaust steam injector ("D and M"):- Class H | | |
| No.9 exhaust steam injector ("D and M"):- Class H | | |
| Class H/J Class J | | |
| No.11 hot water injector ("D and M") | | K, KA, KB |

Note. - "D and M" means "Davis and Metcalfe."

(2) INJECTORS, Manufacture of Standard Parts for

Standard parts for all injectors will only be manufactured at Hutt Workshops, and such parts are not to be made up at any other workshop or depot.

(3) INJECTORS, Repairing and replacing Parts in

Repairs to injectors are only to be carried out in the Hutt and Hillside Workshops, but the replacing of standard parts (which are held in Stores Stock) may be effected at any other workshop or locomotive depot.

All pipe-seatings on injector are to be faced. Loose joints are not to be used.

Threads, bores, and seatings in injector bodies are to be altered at Hutt or Hillside Workshops only.

The steam-valve seating on the steam nozzle (Sellers' type) may be recut at small shops and locomotive depots where necessary, but when the seating becomes too wide (more than $\frac{3}{32}$ in.) the steam nozzle is to be forwarded to either of the two main workshops referred to above, for the rebushing of the valve seat.

All parts replaced by new ones are not to be scrapped, but should be returned by Trust Stores to the District Store keeper, Woburn, in the North Island, and District Storekeeper, Hillside, in the South Island, and they will arrange for the parts to be reconditioned.

(4) INJECTORS, Welding on

The building-up or repair of injector bodies and other parts by bronze welding must be carried out at Hutt or Hillside Workshops.

(5) INJECTOR, Periodical Inspection of Exhaust Steam

The water-strainer in the exhaust-steam injector must be removed every week and all foreign matter extracted.

The cap should be taken off the grease separator at the same time to ensure that the automatic drain valve is functioning.

All joints and external working parts should also be examined for defects.

(6) INJECTOR, Periodical Inspection of Hot-water.

A weekly examination of hot-water injectors should be conducted in order to ensure that the pressure-controlled overflow is in good order, and that all external fittings, etc., are sound.

NOTE.-- For description of main parts of injectors, together with operating and maintenance instructions, refer to Handbook of Instructions for Engine-drivers, Firemen, and Cleaners.

[(7) PROTECTION OF INJECTORS IN TRANSIT

When injectors are forwarded to or from Workshops they are to be adequately cased as a protection from damage in transit.]

[C.M.E. 24/5563 of 4.3.59]