

NEW ZEALAND GOVERNMENT RAILWAYS	CLASSIFICATION OF LOCOMOTIVE REPAIRS EFFECTED IN WORKSHOPS.	CODE No. 39
MECHANICAL BRANCH		Page No. 1 of 1 Issue No 2 Date Issued 6/2/35

(1) ENGINE REPAIRS: Class "A" (Heavy).

An "A" repair consists of a complete overhaul of all engine and tender gear as itemized on a Loco./135A form.

(2) ENGINE REPAIRS: Class "B" (Medium).

A "B" repair is a medium overhaul involving the lifting of a locomotive for tire-turning or renewal, and such repairs to cylinders, motion, crankpins, journals, axle-boxes, spring gear, tender, &c., that will permit the mileage between the previous and the subsequent "A" overhaul to be extended by 50 per cent of the scheduled "A" mileage.

(3) ENGINE REPAIRS: Class "Special C" (Service).

A "Special C" repair consists of a "service repair" which involves the lifting of a locomotive. It is definitely restricted to that work which to enable the locomotive to run full mileage before undergoing a general overhaul No extension of mileage is expected. Tires, axle-boxes, and journals are the items chiefly concerned

(4) ENGINE REPAIRS: Class "C" (Light).

A "C" repair consists of light repairs which do not necessitate the locomotive being lifted off its wheels.

(5) ENGINE REPAIRS: Class "D" (Defect).

A "D" repair consists of replacing broken or defective parts that have failed in service.

(6) ENGINE REPAIRS: Class "E" (Running).

An "E" repair consists of light repairs effected, provided that (a) a locomotive is not more than three days under repairs at a Workshop, or (b) a locomotive is more than three days under repairs in a Workshop, but the labour cost does not exceed £40.

(7) ENGINE REPAIRS: Class "F" (Wreck).

An "F" repair consists of repairing damage as a result of derailment, accident, collision, or slip.

(8) BOILER REPAIRS: Class "A" (Heavy).

- (a) **Shell.-** Barrel sheathed. Patches on either smokebox tube-plate, throat or face plates. Grooving welded up; or barrel partly renewed; or new smokebox tube-plate, with new firebox wrapper.
- (b) **Flues.-** More than 50 per cent. drawn for renewal or piecing.
- (c) **Tubes.-** More than 50 per cent. drawn for renewal or piecing.
- (d) **Firebox.-** New firebox; or half sides; or new tube-plate with patches on back or throat plates.

(9) BOILER REPAIRS: Class "B" (Medium)

- (a) **Shell.-** Barrel patched or part smokebox tube-plate, or part wrapper plate, or part throat-plate, or part face plate.
- (b) **Flues.-** Up to 50 per cent. drawn for renewal.
- (c) **Tubes.-** Over 10 per cent. and up to 50 per cent. drawn for renewal.
- (d) **Firebox.-** Renewal of defective stays, with patches on firebox sheets equal to one-half side.

(10) BOILER REPAIRS: Class "C" (Light)

- (a) **Shell.-** Patch smokebox tube-plate, or patch front bottom of barrel, or patch throat-plate or face plate, or welding-up grooving.
- (b) **Flues.-** Expanding only.
- (c) **Tubes.-** Not more than 10 per cent. drawn for renewal. Re-expanding.
- (d) **Firebox.-** Removal of defective stays, or minor patching, or welding, or hardening stays.

(11) BOILER REPAIRS: Class "F" (Wreck)

An "F" repair consists of repairing damage as a result of derailment, accident, collision, or slip; also any damage definitely attributable to a shortage of water in the boiler.

(12) LOCOMOTIVE REPAIRS: Classification of Workshop charges for

Engine repairs, Classes A, B, C, D, and E:	Account 72/1.
Engine repairs, Class F (wreck):	Account 76 [79]
Boiler repairs, Classes A, B, and C:	Account 72/2.
Boiler repairs, Class F (wreck):	Account 76 [79]

Cost of alterations and conversions to locomotives will be debited as directed on a Loco./204 instruction.