

Engine Alteration Instruction No.872/59  
dated 12th August 1959  
Fitting distributing nozzles to clackboxes  
Applicable to various locomotives  
operating on Rhodesia Railways

Notes to readers

The source document for this file was the Office Copy of the E.A.I. held in the National Railways of Zimbabwe Drawing Office in Bulawayo. It was discovered, in March 1998, while I was helping with searching for a complete set of drawings of the 15<sup>th</sup> Class locomotives after No. 398 had been purchased by a private group in New Zealand for eventual export to that country.

The original documents were duplicated copies hence the slightly indistinct type in some places. These were photocopied (with permission) on to A4 size paper while in the Drawing Office and the photocopies scanned when we were back in New Zealand.

The scanned file has been lightly “Photoshopped” to remove most of the artefacts resulting from the photocopying and scanning processes and to increase the contrast to make it more readable.

Any alterations, amendments or corrections done by hand have all been left in place and this file is a reasonably accurate reproduction of the original.

Alan Bailey  
December 2010

ENGINE ALTERATION INSTRUCTION

E.A.I. No: 872/59

Dated: 12.8.59

FIT DISTRIBUTING NOZZLES TO TOP FEED CLACKBOXES  
9A(B724-825), 9B, 11(331-343 & 385-390), 14, 14A,  
15, 16A, 17(B681) Class Locos.

(M.2) Boiler Mountings &  
 Injectors.

1. Reason: Top feed clackbox water heaters and distributors were removed from the above classes of locomotives in 1955 owing to maintenance problems and production costs. (Ref. M.2 of 20.6.55 and E.A.I. 493/55 dated 2.7.55.) It has now been decided to re-introduce a simplified design of clackbox distributor nozzle, to locomotives from which they were removed, to prevent the cooler feed water impinging on the main internal steam pipe. For record purposes, distributor nozzles are provided on the following locomotive top feed clackboxes :- 9th, 10th, 11A, 12th, 12A, 12B, 16th, 19th, 20th and 20A classes. (17th class original boilers are provided with a distributor pipe in place of a nozzle.)
2. Alteration: Fit distributing nozzles Cat.No.IM.6450/16, Pt. Drg.No.L.6571/44 to top feed clackboxes.
3. Engines concerned: 9A, (B724 & 725), 9B, 11(B331-343 & B385-390) 14, 14A, 15, 16A and 17(B.681) Classes.
4. To be carried out: At BIR & US Shops and Running Sheds.
5. To be completed: At General Repair and Wheel Job.
6. Abstract:

E.A.I. No:	9A(B724 & 725)	Fit Distri-	<u>Drawing Nos.</u>
872/59	9B, 11(331-343 &	buting	L.6571/44
Dated:	385-390), 14, 14A,	Nozzles to	L.6717/13 Alt.2.
12.8.59	15, 16A, 17(B681)	top feed	
	Classes.	clackboxes	

7. Charge: S.W.O. concerned.
8. General: No locomotive having a top feed clackbox is to be released for service without having a distributing nozzle fitted, and under no circumstances are they to be permanently removed by Shed Staff.
9. Stores: C.S.S. to pass Work Orders on Shops to cast and finish Nozzles, water distributing, Cat.No.IM.6450/16, Pt.Drg.L6571/44. A total of 420 nozzles will be required to equip all clackboxes.
 

(b) Screw, distributor cone securing Cat.No.IM.6450/21, Pt.Drg. No.L.6717/13 Alt.2, is being reinstated in the catalogue, but as these screws already exist in the clackboxes, there should not be a great demand, but certain stocks should be held to cover breakages.
10. Drawings: Drawings vide para.6 sent to C.D.S.B., P., C.S.S., D.S.K.BLR and M.E.U.

  
 CHIEF MECHANICAL ENGINEER

ISSUED TO:-

M.E.B., P.P.O.(7), P.O.B., L.P.B., E.S.F.B., M.S.F.B.(2),  
 B.F.B., F.F., P., M.E.U., A.M.E.U.(1), L.P.U., E.S.F.U., B.F.U.,  
 M.S.F.U., F.S.F.U., C.S.T.(26), D.S.K.BIR, D.S.K.US. B.J (2)  
 Sys. Man. Kby.(3) (Kindly advise L.F. MFK.)