

Engine Alteration Instruction No. 253/52,
dated 8th February 1952.
Removing hind engine snifting valves.
Applicable to 15th Class Garratt 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 15th Class locomotives after No. 398 had been purchased by a private group in New Zealand for eventual export to that country.

The original document was a duplicated copy hence the slightly indistinct type in some places. This was 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. 253/52

Dated :- 8.2.52.

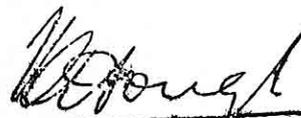
Snifting Valves 15th Class Locomotives.

(5) Cylinders, Piston
& Motion

1. Reason. Dust is getting into hind cylinders through the snifting valves causing excessive piston head wear. See C.M.E.'s 6/13 of 4.2.52.
2. Alteration. Remove snifting valves from the hind cylinders and blank off hole with 1" mild steel plate as shown on Drg. No. 81/123.
3. Engines Concerned. 15th Class Nos. 384 - 423.
4. To be carried out. At BLR and US Workshops.
5. To be completed. At General Repairs and Wheel Jobs. M.E. BLR to arrange with L.F. BLR to have all engines stationed at BLR done one at a time in Sheds. M.E.U to arrange to have the snifting valves removed from the Franco-Belge 15th class before engines are released for service.
6. Abstract.

E.A.I. No. 253/52 Dated :- 8.2.52.	15th Class Locos Nos. 384 - 423	Remove Snifting Valves from Hind Cylinders	Drawing Nos. 81/123 Alt.1.
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7. Charge. S.W.O. concerned.
8. Stores. 10 of the removed snifting valves are to be returned to Stores to maintain the valves on the front cylinder and 11A Class engines. The remainder are to be broken up for scrap.
9. Drawings. Copies of Drg. No. 81/123, Alt.1, already sent to M.E. BLR and M.E. US. Previous copies of these drawings are to be returned to D.O. for destruction.



C.M.E.

ISSUED TO:-

M.E.B, P.P.O., P.O.B, L.P.B, E.S.F.B, M.S.F.B,
B.F.B, W.L.F.B, F.F., P., M.E.U, P.O.U, L.P.U,
E.S.F.U, M.S.F.U, B.F.U, F.S.F.U, M.S., D.M.S.SA,
A.M.S.SA, D.M.S.BLR, A.M.S.BLR, A.M.S.BRO, L.F.US,
L.F.SA, L.F.GO, L.F.BLR, L.F.WK, L.F.LR, C.O.S.,
D.S.K. BLR, D.S.K. US. W.L.F.U.

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- (a) Engines not fitted with snifting valves are giving no trouble and at US cylinders do not require reboring and head wear is negligible.
 - (b) Therefore, the snifting valves are to be removed from the front unit of Engines Nos. 38⁴-423, as well as the hind unit and blank off holes as instructed in E.A.I.
 - (c) These snifting valves removed are to be broken up and sent to BLR Foundry as scrap.
 - (d) M.E.US TO DO ALL FRANCO-BELGE ENGINES BEFORE THEY ENTER SERVICE.

Add.No.1, dated 18.3.52 to E.A.I. No.
253/52.
