

NEW ZEALAND GOVERNMENT RAILWAYS	<b>Classification of Repairs to Diesel Electric, Diesel Mechanical Locomotives, and Rail Tractors over 100 h.p. in Depots and Workshops</b>	<b>CODE No. 97</b>
<b>MECHANICAL BRANCH</b>		Page No. 1 of 2 Issue No 1 Date Issued 4/2/59

**(1) CLASS "A" (Heavy)**

(a) *Diesel Electric*—An "A" repair consists of a complete overhaul of all equipment including body and superstructure, bogies and running gear, interior and exterior painting. Diesel electric locomotives returning to service after "A" repairs must be fitted with fully overhauled diesel engines and associated equipment, main and auxiliary generators, auxiliary machines, H.V. and L.V. electrical equipment. An "A" repair should be carried out to coincide with a locomotive tyre turning and at approximately the following milages:

	Miles
"Da" locomotives	480,000
"De" locomotives	200,000
"Df", "Dg", "Dh" locomotives	<del>250-300,000</del> [300-360,000]

(b) *Diesel Mechanical*—An "A" repair consists of a complete overhaul of all equipment including body and superstructure, wheels and running gear, interior and exterior painting. Diesel mechanical locomotives returning to service after "A" repairs must be fitted with fully overhauled diesel engines and associated equipment, hydraulic couplings, change speed and final drive gearboxes, air compressors and control equipment. ~~An "A" repair should be carried out at approximately 12,000 hours.~~ [An "A" repair should be carried out after the engine has consumed approximately 24,000 gallons of fuel oil.]

[C.M.E.'s 24/563 of 13.2.61]

**(2) CLASS "B" (Medium)**

*All Classes*—A "B" repair consists primarily of a full overhaul of bogies (where applicable), running gear, brake-gear and tyre turning, [interior and exterior painting,] together with the work specified in the Maintenance Charts for class "C" repairs if due.

**(3) CLASS "C SPECIAL"**

*All Classes*—A "C Special" repair consists of tyre turning only, i.e., without overhaul being effected to bogies, running gear, and brake gear.

**(4) CLASS "C" (Light)**

*All Classes*—A "C" repair consists of a "top" overhaul of the diesel engine and that work on the auxiliaries, electrical machines, and control equipment shown on the Maintenance Charts for mechanical and electrical equipment respectively at the intervals specified below:

Loco. Class	Maintenance Chart		"C" Repairs at:
	Mechanical	Electrical	
De.	Y.21701 [Loco 287]	Y.21702 [Loco 288]	100,000 miles
Df, Dg, Dh.	Y.21710 [Loco 287]	Y.21711 [Loco 288]	96,000 "
Da	M.I. 1704		180,000 " or 2 years
Ds, Dsa, Dsb Tr. (over 100 h.p.)	W. 16613		3,000 hours

**(5) CLASS "D" (Defect)**

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

**(6) CLASS "E" (Modifications)**

*All Classes*—An "E" repair consists of all work involved in fitting, removing, or modifying equipment covered by Loco/204 Instructions or memorandum from the Chief Mechanical Engineer.

**(7) CLASS "F" (Wreck)**

*All Classes*—An "F" repair consists of repairing damage as a result of derailment, accident, collision, or fire. Refer also to Clause (9).

**(8) REPAIRS—Classification of Charges**

The charges for work involved in any of the above repairs are to be debited as follows:

- (a) Diesel electric locomotives—To the appropriate section of Account 78
- (b) Diesel mechanical locomotives and rail tractors over 100 h.p.—To the appropriate section of Account 74.

**(9) FIRE DAMAGE**

As arrangements have been made for insurance cover against fire damage to diesel electric locomotives, a separate job number must be opened for all repairs to such damage, and the Chief Mechanical Engineer advised the cost of same.

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**(10) MILAGE CHARTS**

~~When diesel electric or diesel mechanical locomotives have "A", "B", or "C Special" repairs the locomotive milages will revert to zero on the Milage Charts.~~ [When diesel electric or diesel mechanical locomotives have "A" repairs the locomotive milages will revert to zero on the milage charts.]

[C.M.E.'s 24/563 of 13.2.61]

**(11) RETURNS**

The Chief Mechanical Engineer is to be advised on the appropriate forms of all repairs effected in accordance with this code.