

# THE PENNSYLVANIA RAILROAD

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## Locomotive Maintenance Instructions No. L-48

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ISSUED, ALTOONA, PA.

JUNE 5, 1935.

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### Instructions Covering Inspection, Maintenance and Records of Smokeboxes, Ash Pans and Ash Pan Rigging

(Superseding Supplement No. 1 of Circular No. L-22-C, dated January 31, 1935.)

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1. At monthly inspection period, inspect smokeboxes or front ends of locomotives and correct all defects found, paying special attention to exhaust nozzles and blower tips; to steam and air leaks; enlarged openings in the netting or spark arrester; excessive accumulation of cinders, and to see that all parts are properly secured in their correct location and in a suitable condition for service.
2. No part of ash pan shall be less than  $2\frac{1}{2}$ " above the rail. The ash pans and their operating riggings must be carefully inspected after each trip or day's work to see that they are in good condition for service. Any defects found must be properly reported and repairs made.
3. Smokebox netting or spark arresters, ash pans and ash pan rigging must be carefully examined each time the front end door is open, but not less frequently than once every seven (7) days. When conditions of extreme drought or state of adjoining property or crops require it, this inspection must be made once in every 24 hours. The condition of front ends and ash pan must not only be reported on M. P. 62 if repairs are necessary, but the condition as found must be carefully noted on Form M. P. 22, signed for by the Inspector or Inspectors actually making the inspection and a tin tag as shown on tracing F-75729 must be attached to the throttle lever fulcrum post, showing place and date of last inspection.
4. Record of repairs and renewals made must be entered under proper headings on Form M. P. 22 by the repairman actually making the repairs, who shall sign his name.
5. Upon completion of repairs, the front ends and ash pans must be reinspected and proper notation as to condition also made on Form M. P. 22 and signed for by the Inspector actually making the inspection.
6. After inspections and record have been made, the leaf must be removed from the book of M. P. 22 forms and forwarded to the Master Mechanic of the Division to which the locomotive is assigned, or to the Boiler Record Bureau of that Division.

F. W. HANKINS,  
Chief of Motive Power.

THE PENNSYLVANIA RAILROAD

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Revision of Paragraph 3 (Superseding Revision dated June 25th, 1942)

LOCOMOTIVE MAINTENANCE INSTRUCTIONS NO. L-48

Instructions Covering Inspection, Maintenance And Records Of  
Smokeboxes, Ash Pans And Ash Pan Rigging

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Philadelphia, Pa.  
December 1, 1945.

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Paragraph 3 is hereby changed to read as follows:

3. Smokebox netting or spark arresters, ash pan and ash pan rigging must be carefully examined each time the front end door is open, but not less frequently than once every seven (7) days. When conditions of extreme drought or state of adjoining property or crops require it, this inspection must be made once every 24 hours. The condition of front ends and ash pan must not only be reported on M.P. 62 if repairs are necessary, but the condition as found must be carefully noted on Form M.P. 22, signed for by the Inspector or Inspectors actually making the inspection, and a tin tag as shown on tracing F-433076 must be attached to the throttle lever fulcrum post, showing place and date of last inspection.

H. W. JONES  
Chief of Motive Power