of. Hartrantt

PENNSYLVANIA RAILROAD

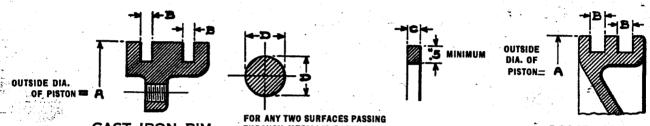
LINES EAST OF PITTSBURGH

Locomotive Maintenance Instructions No. L-6-B

(SUPERSEDING LOCOMOTIVE MAINTENANCE INSTRUCTIONS No. L-6-A, DATED SEPT. 25, 1913)

ISSUED ALTOONA. PA.
JUNE 23, 1915.

PISTON ROD AND RING LIMITS



CAST IRON RIM THROUGH METALLIC PACKING SOLID STE

SUBJECT.			New Locomotives and New Parts for Repaired Locomotives. Limits.	Repaired Parts. Limits.	Renewals or Repairs Must be Made When Parts are Worn to the Following Limits:		
					When Piston is Removed from Locomotive.	When Locomotive is in Shop for Classified Repairs.	Under Kunning
	Rim, Cast Iron, Diameter. For Pistons Without Tail Rods.	A	Tracing Size or Cylinder Bore Minus .030''. Limits, Plus or Minus .005''. See Note 1	Cylinder Bore Minus .030". Limits, Plus or Minus .005". See Note 1	If Diameter is Less Than Cylinder Bore by .250".	If Diameter is Less Than Cylinder Bore by .187".	if Diameter is Less Than Cylinder Bore by .320".
PISTON HEAD.	Solid Steel, Diameter. For Pistons With Tail Rods.	A	Tracing Size. Limits, Plus or Minus .005". See Note 1	Tracing Size. Limits, Plus or Minus .005". See Note L			*
	Grooves for Packing Rings. Width.	No.	Tracing Size. Limit, Plus .004''.	Sides Parallel Within .003". See Note 2.	When Ring is Re- newed, Grosve is to be Faced if Out of Parallel More Than .030" See Note 2.	When Out of Par- allel More Than .015", See Note 2.	
PISTON	Width.	C	Tracing Size Minus .002" to Minus .004".	Groove Width Minus .002" jo Minus .005"			
PACKING RINGS.	Side Play in Groove.		Maximum .008". Minimum .002".		Renew Rings When Exceeding .030*/.	Renew Rings When Exceeding ,015".	
PISTON ROD.	Diameter of Part Passing Through Packing.	D	Tracing Size Limit, Minus .004''.	Variation in any Two Diameters not to Exceed .004". See Note 3.	If Variation in any Two Diameters Exceeds 015''. See Note 3.	If Variation in any Two Diameters Exceeds .008'	If Variation in any Two Diameters Exceeds .030 2 See Note 3.

Note 1—TRACING SIZE AND CYLINDER BORE—Cast iron rims for pistons without tail rods should be detected to tracing size for new cylinders and should be governed by the cylinder bore in old cylinders.

Piston heads for pistons with tail rods should be turned to tracing size for both new and old cylinders. In the cold cylinders, the increased diameter is taken care of by using rings of greater doubt.

Nors 2—CONDEMNING LIMIT OF PISTON HEAD—Scrap cast from piston rim or solid steel head when the grooves are worn 218" larger than tracing size.

Norm 3—CONDEMNING LIMIT OF PISTON BOD—Scrap piston rod when worn 250" less in diameter than tracing size.

Norss—GENERAL.—PISTON PACKING RINGS—These should be machined 1/2" larger than cylinder bore and cut to fit cylinder. The space between ends of ring or ends of ring and segment should be between .005" and .015";

FIT OF PISTON PACKING RINGS IN CYLINDER—The rings should fit the cylinder neatly all the way around.

If away from the cylinder at any point more than .010" the ring should be renewed.

PISTON ROD AND HEAD, ASSEMBLED, CLASS REPAIRS—Should be tried for straightness by revolving cancers. If not straight, the rod should be trued up.

TAPERS ON PISTON RODS—Master gauges are kept at Juniata. All other gauges must be in accordance therewith, as shown on standard tracings.

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J. T. WALLIS,

Gen'l Sup't Motive Power,

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